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# NATIONAL GEOGRAPHIC



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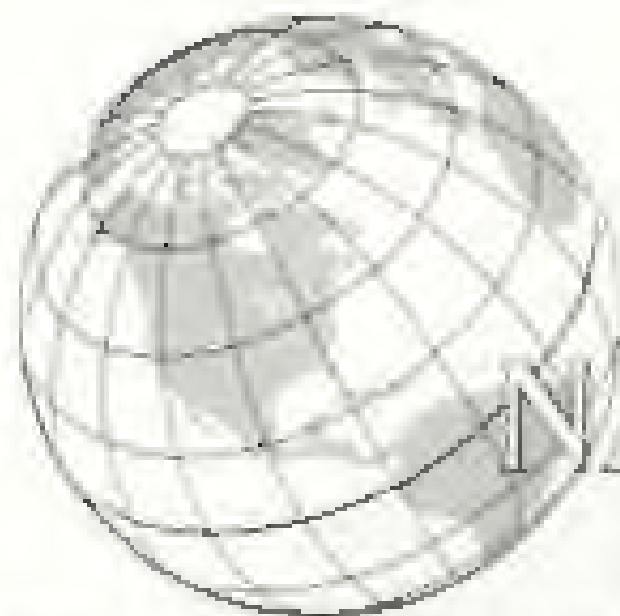
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September, 1965

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# U. S. Air Force: Power for Peace

By GEN. CURTIS E. LEMAY

Chief of Staff, United States Air Force, 1961-65

**I**N 1910, scarcely more than half a century ago, a young Army lieutenant took flying lessons by mail from two brothers named Wright. Benjamin D. Foulois and 11 men, with a cracked-up biplane and a budget of \$150 for four months, constituted the first United States "air force."\*

The youthfulness of American military air power—and the efficacy of that correspondence course in flying—can be measured by the fact that Benjamin Foulois is still alive and active, retired as a major general and former Chief of the Army Air Corps.

## Fledgling Corps Grows Into a Giant

My own memories do not go back quite so far—I became an air cadet in 1928. But I have seen transformations leading to the present Air Force that almost defy belief.

What General Foulois started in 1910 had grown by 1928 to an organization of some 11,000 men and 1,100 planes, and a budget of about \$20,000,000. Since 1928, the Air Force has increased its manpower 75 times, its aircraft 33 times, and its budget nearly a thousandfold!

With this growth in size has come complexity. The first craft I flew, a training plane known as the PT-5, had a stick and throttle

\*See, in NATIONAL GEOGRAPHIC, "Fledgling Wings of the Air Force," by Thomas W. McKnow, and "History Written in the Skies," both August, 1952, and "Fifty Years of Flight," December, 1953.



REPRODUCED BY ROBERT S. TAMEL, NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON, D. C.

The Author: Gen. Curtis E. LeMay, here holding a model of the new F-11 variable-sweep-wing fighter, retired last February 1 as Chief of Staff, United States Air Force. Indomitable is his belief in peace through strength. General LeMay earned the Nation's gratitude by revitalizing the Strategic Air Command. He recounts a lifetime of distinguished service in *Mission With LeMay*, written with MacKinlay Kantor, to be published in November by Doubleday & Co. (\$7.95). For 14 years he has served as a Trustee of the National Geographic Society.



NEEDLE-NOSED THUNDERCHIEFS, supersonic fighters, roar past Japan's Fujiyama on the way to Yokota Air Base, one of some 65 U. S. Air Force installations overseas. These Republic F-105's belong to the Pacific Air Forces, whose outposts stretch from Hawaii to Japan and the Indian Ocean.

and a mixture control; also a tachometer and oil gauge. It had little else—not even an air-speed indicator, as I recall. Its top speed was about 105 miles an hour.

By contrast, today's fighter pilots must scan as many as 100 cockpit instruments and switches, and they can wring as much as 1,600 miles an hour out of their planes.

A mistake today is much more costly than it used to be. The planes of my early piloting days were cheap compared to weapons now. If you made a pilot error, the bill was not high—only \$51,000 for a P-12 pursuit plane. Today's B-58 bombers run about \$7,000,000 each.

Planes are becoming hideously complicat-

ed, as well as more costly. Take, for example, the F-111, now being developed as our No. 1 fighter-bomber; compare it to a plane that is now 12 years old—the F-100 Super Sabre, still the backbone of the Tactical Air Command.

For each Super Sabre, 74 men have to be trained; for the F-111—339. Only 735 different skills, in electronics, aircraft mechanics, airframe repair, and personal equipment, are needed for support of the Super Sabre. For the F-111—1,875.

Because of this complexity, pilots now must be specialists, with far more training in engineering than in the past. Normally they are confined to a single aircraft. The old days of





Illustration by National Geographic, reproduced by permission of the U.S. Navy

one pilot flying three or four different kinds of plane are gone.

Yet, in another sense, a pilot must be far more than a specialist. Today an Air Force officer may find himself in a 1,600-mile-an-hour aircraft one day; in a staff planning conference another; in a laboratory the next day; and at a diplomatic conference the day after.

#### Historic Mission: "Find the Rex"

In my early days, instrument flying was unheard of. The crews controlled flight management. We ran out, jumped into a plane, and if it had gas, we took off. Today a pilot never climbs into a plane without detailed

planning, and the planning takes more time than the flying.

In the early '30's, communications and operations took most of my time. I ran a navigation school for a while. When we got the first Boeing B-17's—bombers that later won fame in World War II (page 297)—we needed long-range navigational techniques, and adopted the bubble sextant, a modification of the shipboard instrument. It bounced around and gave false readings, so we had to take a number of readings and average them. We used slow shipboard methods of solving celestial triangles. We often needed 40 minutes to compute a line of position. (Contrast

that with today's automatic octant and computer that give a position immediately?)

But improvements came fast. In the spring of 1938, as an exercise during Army Air Corps maneuvers along the east coast, we received orders to find and intercept the Italian ocean liner *Rex*, some 700 miles out in the Atlantic.

Our fledgling air arm had been seeking just such an opportunity to demonstrate the capability of its long-range bombers. Three B-17's were detailed to conduct the search, and I was assigned as navigator in the lead aircraft.

We took off early on the morning of May 12, with little information about the position of the *Rex*. The weather was poor and rapidly becoming worse. This was at best a difficult mission, and pressure on the crew was not reduced by the fact that there was aboard my aircraft an NBC radio reporting team with a nationwide news broadcast scheduled for

12:30—based on my estimate of the time we would intercept the liner.

Perhaps you can imagine our state of mind. We were fighting for the recognition of air power as an instrument of national security. Suppose the *Rex* had been an enemy? Would we be able to find it? What if we failed?

The B-17's drooped on. I figured and re-figured our time of intercept.

Noon came and went. I revised the estimated intercept to 12:25. The minutes dragged by. Black clouds swirled all about us, more often than not obscuring the sea.

Finally, at exactly 12:25, we passed over the liner. A crew member's shout of "There she is!" almost blasted off our headsets, but no one cared. We had proved our point. We had shown that air power had the potential of protecting the Nation from sea attack.

More important, we had demonstrated the



Dr.  
C. E. LeMay

Newly commissioned, Lieutenant LeMay wears the goggles and leather helmet that marked pilots of the open-cockpit planes of the early '30's. The man who took this picture misspelled the young officer's name.

In a B-29 bombardier's "greenhouse," Dr. Gilbert H. Grosvenor, then the Society's President and Editor, flies with Maj. Gen. Curtis LeMay, just back from Pacific service in World War II. They travel to Rapid City, South Dakota, for the 10th anniversary of the 1935 stratosphere flight of the National Geographic-U.S. Army Air Corps balloon *Explorer II*.

Historic mission achieved: With LeMay as navigator, Army Air Corps B-17's fly 700 miles over the Atlantic to find the Italian liner *Rex*, demonstrating that long-range bombers could carry out precise navigation over long distances. This feat in 1938 was accomplished with none of today's radar or advanced navigational instruments.

U.S. Army Air Corps photograph



long-range bomber's capability for precise navigation over great distances—a capability that was to prove valuable a few years later, during World War II.

Recently, during the Cuban crisis of 1962, aerial reconnaissance was so good that within 24 hours of getting the go-ahead we had located and were keeping tabs on some 2,000 ships bound for Cuba or in its vicinity.

#### Air Force Power Exists for Peace

Aside from the phenomenal change in machines, I see a considerable change in the men of the Air Force. I think perhaps the biggest difference between Air Force officers now and 40 years ago is a sense of urgency. When I came in, we were at peace. We felt that if war threatened, there would be time to increase the size of the force and train new recruits.

The Cold War and modern weapons have

changed all that. We no longer have time to prepare. We must be ready immediately.

Although the Air Force is geared for instant war, its mission is peace. The men of the Strategic Air Command, which I had the privilege of reorganizing in the late '40's, chose as their motto, "Peace Is Our Profession."

And they really mean it. All too many of the men in the Air Force today experienced combat in World War II and in Korea. They never want to go through anything like that again. That is why these men will accept so many hardships, why they will work 70 and 80 hours a week in the struggle for professionalism and perfection.

As you read the following article by NATIONAL GEOGRAPHIC senior staff writer Kenneth F. Weaver, you will see how the Air Force carries out its belief that the best way to maintain peace is to be stronger than any-



REUTERS. UNITED PRESS. ASSOCIATED PRESS. AP/WIDEWORLD



Summit of a career General LeMay takes the oath as Chief of Staff from Air Force Secretary Eugene Zuckert. Observers at the White House include President Kennedy, Vice President Johnson, former Air Force Secretary W. Stuart Symington (extreme left), and two former chiefs of staff, Gen. Thomas D. White (upper right), and Gen. Carl A. Spaatz (second from left).



one else. It's as true today as it was when George Washington said, "If we desire to secure peace... it must be known that we are at all times ready for war."

Technology plays a vital role in maintaining that readiness. If you draw a curve on graph paper representing the performance of the airplane since it was invented about 60 years ago, the curve rises very slowly at first, then begins to soar at a steeper and steeper angle. Right now that curve is shooting straight off the paper. For example, the B-52's engines—and those of all other Air Force jets—have a ratio of thrust to weight of about 5 to 1; that is, the engines have a thrust in pounds five times as great as their own weight.

### Backbone of the Air Force: Men

Although it may take ten years or more, our research and development program can now promise engines with a ratio of as much as 15 to 1. This will obviously mean huge increases in range and load. Contractors are already planning the C-5, a wonderful cargo plane that should be able to lift 100 tons from a short runway or carry as many as 600 troops.

Speed, too, is going up rapidly. Operational aircraft have been lagging about a decade behind the experimental rocket-powered X-15, which flies today at more than 4,000 miles per hour.\* Therefore, in the decade ahead, we will probably be approaching the X-15's present performance.

When you get to such speeds, fantastic temperatures on the surface of the plane would soften aluminum airframes. New heat-resistant materials are needed, such as titanium, or other metals impregnated with boron fibers. The XB-70, which uses titanium, pipes its fuel on the way to the engine through high-temperature areas to help absorb the tremendous heat of supersonic flight.

We are now in the first crude, early stages of space exploration, about where aeronautics was in General Foulois's early days. No one then could foresee the fantastic weapons and materials we have today, and no one now can really foresee the most valuable things we will find and learn out in space. But we've got to get there and find out, and there's no doubt in my mind that we will.

This is exactly why we will always need manned systems—manned planes, manned spacecraft. Missiles are spectacular and they play their role, but they have no sense of loyalty; they can't think; they can't be recalled.

\*See "I Fly the X-15," by Joseph A. Walker, NATIONAL GEOGRAPHIC, September, 1962.

War is an art, not a science. No one today can say what the next war will be like, or where it will start. If there is a next war, we're going to be surprised. The enemy always tries to surprise you, to catch you off guard. Therefore you must have some weapon systems that are flexible, so that when you are surprised, you can do something about it. The missile is not very flexible, but a man can think and change his mind.

I have always believed strongly in what men can do if they are trained and motivated properly. I remember, during my days at tactical school, listening to a lecture on leadership and discipline. The teacher told of a conversation with a German officer after World War I. The German said that he couldn't understand Americans. They had no discipline. You had to give them orders, and then you had to explain why.

I think the German officer missed the point. It has been my experience that if you explain *why* to an Air Force man, you don't have to give an order. You just get out of the way and let him get on with the job! \* \* \*



RETIRED BY ARNOLD BROWN FOR THE UNITED STATES AIR FORCE

His cigar a hallmark, General LeMay attends a reception following retirement ceremonies. One of the Nation's most honored military men, he holds decorations of 20 lands.

Rain of destruction: B-17 Flying Fortresses drop salvos of 500-pounders during a saturation bombing of Hitler's Europe in 1944. In waves of hundreds, Allied planes shattered Nazi war strength with bombing techniques—close formation and simultaneous drops—pioneered by LeMay.





# Of Planes and Men

U. S. AIR FORCE WAGES  
COLD WAR AND HOT

By KENNETH F. WEAVER

National Geographic Senior Staff

*Illustrations by National Geographic  
photographers EMORY KRISTOF  
and ALBERT MOLDVAY*

*ENGINES STRAINING, an Air Force C-123  
leaps from a short runway at Khe Sanh,  
northernmost U. S. outpost in Viet Nam.  
Guard watches for Viet Cong snipers.  
Going aloft for the first time, Vietnamese  
troops (opposite) gasp at the sudden liftoff.*

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A MILE BELOW ME the red lights of helicopters winked fitfully, like fireflies, in the Vietnamese darkness. Suddenly a parachute flare cut through the night with the glare of a million candles, mirrored in the twisting waterways of the Mekong Delta.

We could just make out the lonely outpost below, but not the stealthy figures of Viet Cong insurgents attacking it. Now fighter planes, guided by the flare, swept across the scene to rain explosives and shells on the guerrillas. An explosion's concussion nudged our plane; I saw an awesome yellow "rose" bloom along a bend in the river. Dashed lines of fire—streams of tracer bullets—stabbed



venomously from the fighters to the ground, and answering streams rose skyward. Some probed toward us, fading out like spent Roman candle balls.

The attackers melted away, but for more than an hour our United States Air Force plane—code-named Smokey Red—circled, dropping 70-odd flares to keep the embattled fort alight (next page). At one o'clock in the morning, our fuel nearly exhausted, we turned the flare mission over to Smokey Blue and headed back to Tan Son Nhut Airport near Saigon, where our patrol had taken off in dusk.

The Fairchild Hiller C-423 Provider in which I was riding is one of the smaller Air



ANTICIPATION GROWS FOR FUELING BY BARRY HILLMAN OF A-1.





Night strike over Viet Nam

**D**RIFTING PARACHUTE FLARES light a small but deadly battle in South Viet Nam's Mekong Delta. Faint trails lead to a fortified hamlet; its fuel dump, fired by Viet Cong mortars, glows at far right. Streaking tracer bullets from diving Skyriders zero in on the foe.

A mile above the battle (left) C-123 crewmen load flares into chutes to be shoved out at the pilot's signal. The magnesium torches, each with a million candlepower, reveal guerrilla moves.

"Where's the enemy?" asks the Vietnamese navigator in the flare plane (right). He radios defenders to learn Viet Cong strong points. U.S. officer directs the Skyriders.







SYSTEMS ENGINEER AND MANAGER (ELECTRONICS), OFFICE OF NAVAL RESERVE, 1000

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## They were the Los Angeles Phils

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 education. It highlights the journal's role in providing
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 paper focuses on the journal's commitment to diversity and
 inclusion, emphasizing the need for a more equitable and
 inclusive research agenda. The third part of the paper
 discusses the journal's efforts to promote the use of
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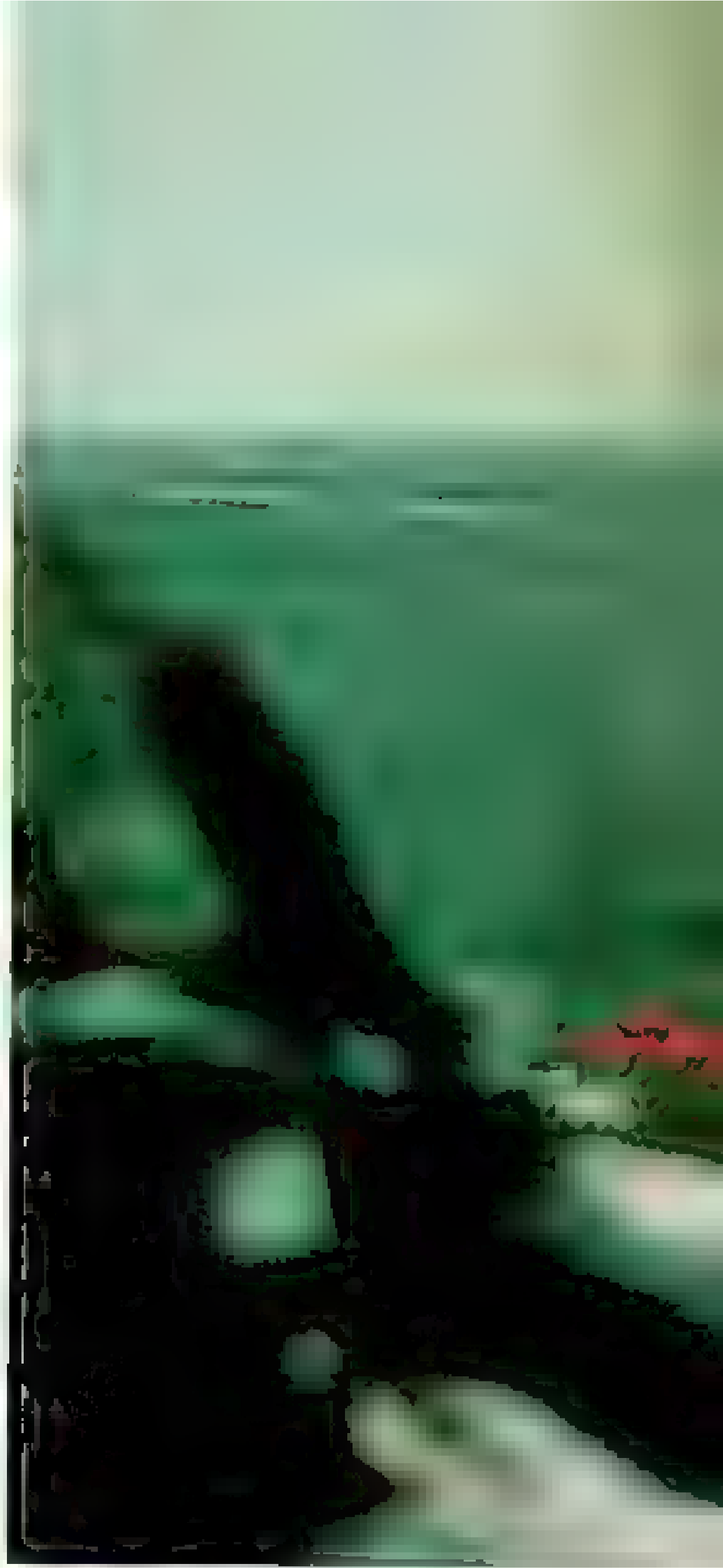
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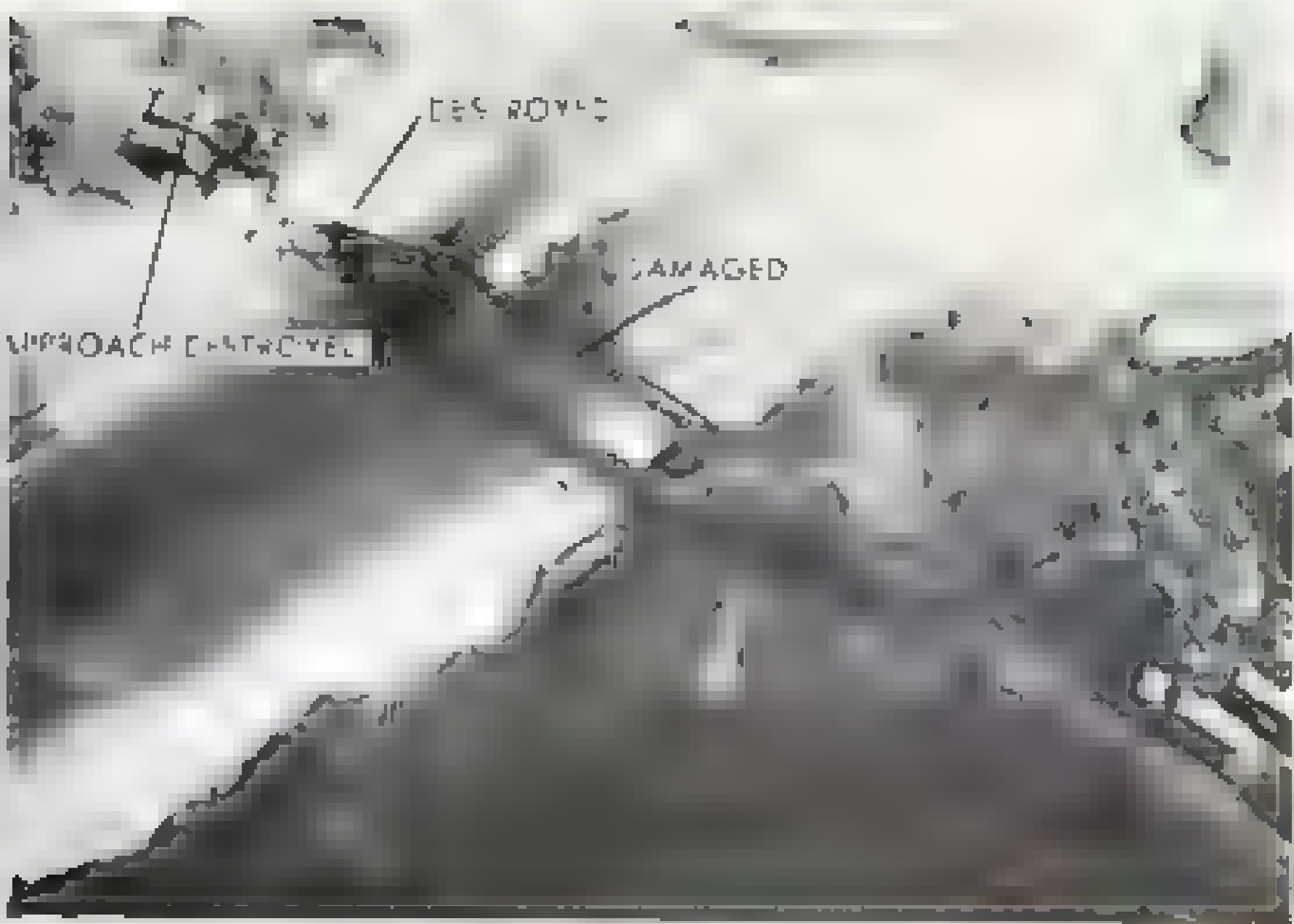


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Figure 1. The photograph shows the location of the two red structures on the rock face.

Table 1. Data for the two red structures.		Table 2. Data for the two red structures.	
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## The price of war: Soldiers' lives and the damage to the land.

The price of war is high. It is the lives of soldiers and the damage to the land. The price of war is the lives of soldiers and the damage to the land. The price of war is the lives of soldiers and the damage to the land.

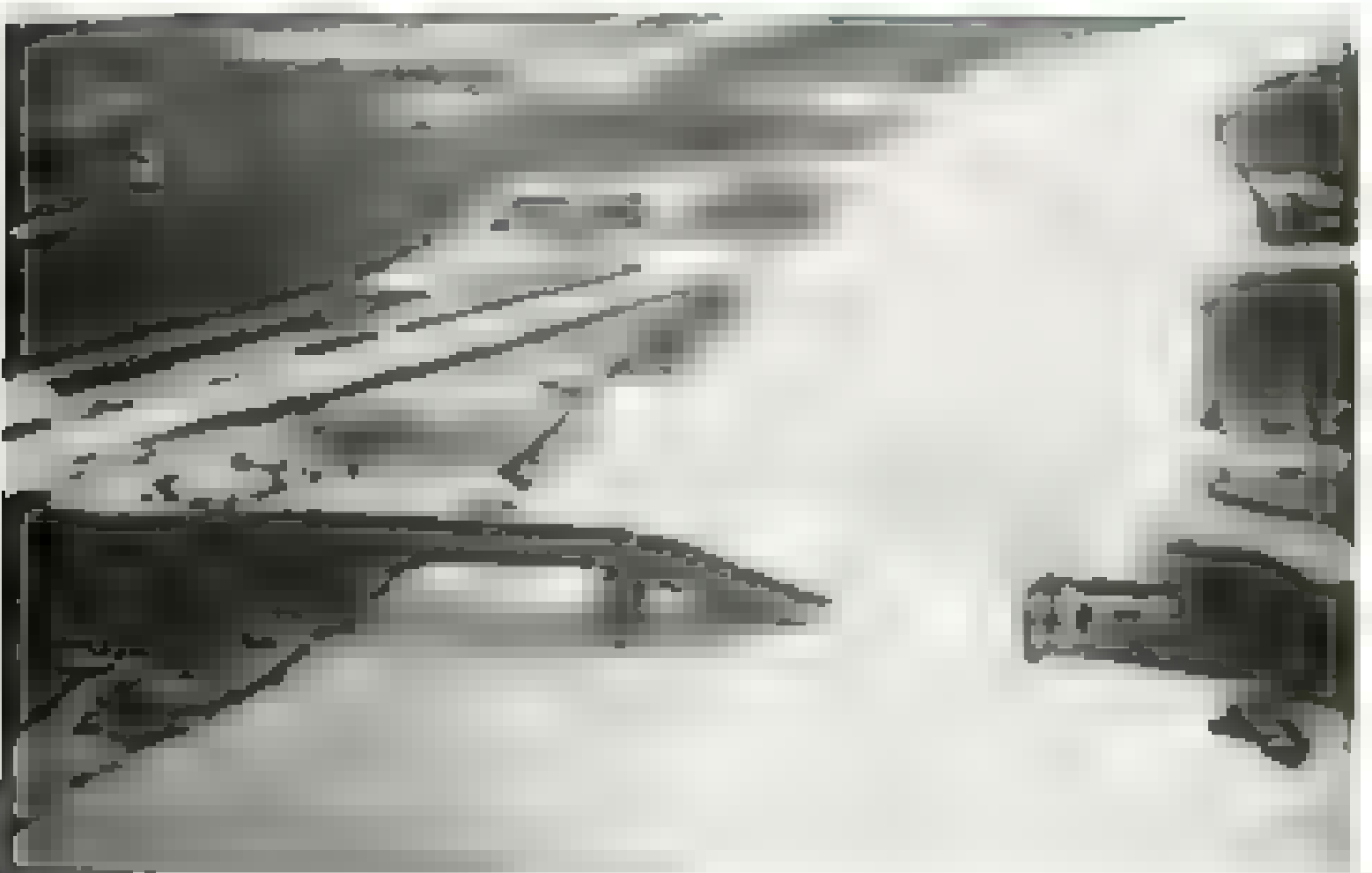
## As the war continues, the price of war is high.

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1. The first part of the document discusses the importance of maintaining accurate records of all activities and transactions. It emphasizes the need for transparency and accountability in all financial matters.

2. The second part of the document outlines the specific procedures for recording and reporting financial data. It includes detailed instructions on how to collect, analyze, and present the information.

3. The third part of the document provides a summary of the key findings and conclusions from the analysis. It highlights the areas where improvements are needed and offers recommendations for future actions.

4. The fourth part of the document contains a list of references and sources used in the research. It also includes a list of appendices and supplementary materials.

5. The fifth part of the document is a conclusion that summarizes the overall findings and provides a final assessment of the project's success.

6. The sixth part of the document is a list of references and sources used in the research. It also includes a list of appendices and supplementary materials.

7. The seventh part of the document is a conclusion that summarizes the overall findings and provides a final assessment of the project's success.

8. The eighth part of the document is a list of references and sources used in the research. It also includes a list of appendices and supplementary materials.

9. The ninth part of the document is a conclusion that summarizes the overall findings and provides a final assessment of the project's success.

10. The tenth part of the document is a list of references and sources used in the research. It also includes a list of appendices and supplementary materials.



**A Probe continues**—The investigation into the crash of the B-29 bomber which crashed in the Pacific Ocean last week is continuing. The men in the photo are the three men who were on the plane when it crashed.

...and the crew of the B-29 bomber which crashed in the Pacific Ocean last week. The men in the photo are the three men who were on the plane when it crashed.

The investigation into the crash of the B-29 bomber which crashed in the Pacific Ocean last week is continuing. The men in the photo are the three men who were on the plane when it crashed.

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#### Alert Crews Sleep in Flying Suits

The investigation into the crash of the B-29 bomber which crashed in the Pacific Ocean last week is continuing. The men in the photo are the three men who were on the plane when it crashed.

For every B-52 on alert, six crewmen and three ground-crew members must live for three to seven days at a stretch in an "alert pad" in guarded, fenced seclusion near the runway. Attractive quarters and underground bedrooms (to cut it up on jet noise) help make this solitary life tolerable. But the men must live and sleep in flying suits, with zippered boots that can be put on in seconds.

"If the alarm sounds while we're here," Lt. Col. John H. Voss advises, "get out of the way fast, or you'll be run over. It's a matter of price—as well as national security—to get those planes off the ground in the fewest seconds possible, and they can do it in lots less than 15 minutes."

During practice scrambles, B-52's take off every 15 seconds apart, staggering in the hot turbulent jetwash of the planes ahead.

SAC's crews work an average 74-hour week. Even on alert they put in full days studying, practicing in simulators, planning the endless details of practice bombing runs, and memorizing target data. Each radar-navigator must be able to draw from memory what his assigned target looks like on radar. Each pilot must know his route like a taxi driver: every day he is briefed on the weather along the way.

### Night Mission "Home" U. S. City

Few Americans know it, but many of our cities are "bombed" at night by SAC crews whetting the fine edge of their readiness. I flew on such a mission with a B-52 crew of the 28th Bombardment Wing at Ellsworth.

Our aircraft commander (that's what the Air Force calls a pilot these days) was 28-year-old Capt. Thomas R. Ferguson, Jr.—astonishingly young. I thought, to bear responsibility for a \$6,000,000 plane, the lives of half a dozen men, and, when on alert, the equivalent in nuclear bombs of millions of tons of TNT? Ferguson shows all the crisp ability to command and the self-assurance of older SAC colleagues, who average 34 years of age and 3,700 hours of flying.

Painted in floodlight, stout B-52 looked even bigger than it was as I climbed the ladder through a trap door near the nose. I found the six-man crew already strapped in their seats going through the long checklist ritual, testing electric and hydraulic systems, warning lights, and controls.

Satisfied, Captain Ferguson took the huge bird smoothly down the runway. We climbed

swiftly. The sensations were not unlike those in a commercial airliner, except for the two-minute run on the ground and the hemmed-in feeling in this almost windowless plane.

A mixture of air and oxygen fed steadily through a flexible green hose into my face mask. Helmet and earphones reduced the plane's heavy roar. I could clearly hear members of the crew and the controllers on the ground in frequent communication as we troned on through the night.

I became aware of a muffled, rapid bang-bang-bang-bang. "It's just our radar in the nose sweeping back and forth," Ferguson reassured me. Soon a blip showed on the radar-screen. Another plane, our tanker, was making rendezvous with us.

### Planes Lock Together for Refueling

Presently just ahead, I saw moonlight glinting on the silver finelake of a Boeing KC-135, the big jet Strikoliner that enables SAC bombers to go anywhere in the world and return without landing.

As we gradually closed, a long boom under the tanker's tail dropped down and extended 3,000 feet toward us. Two struts yanked behind the operator "fly" the boom into position.

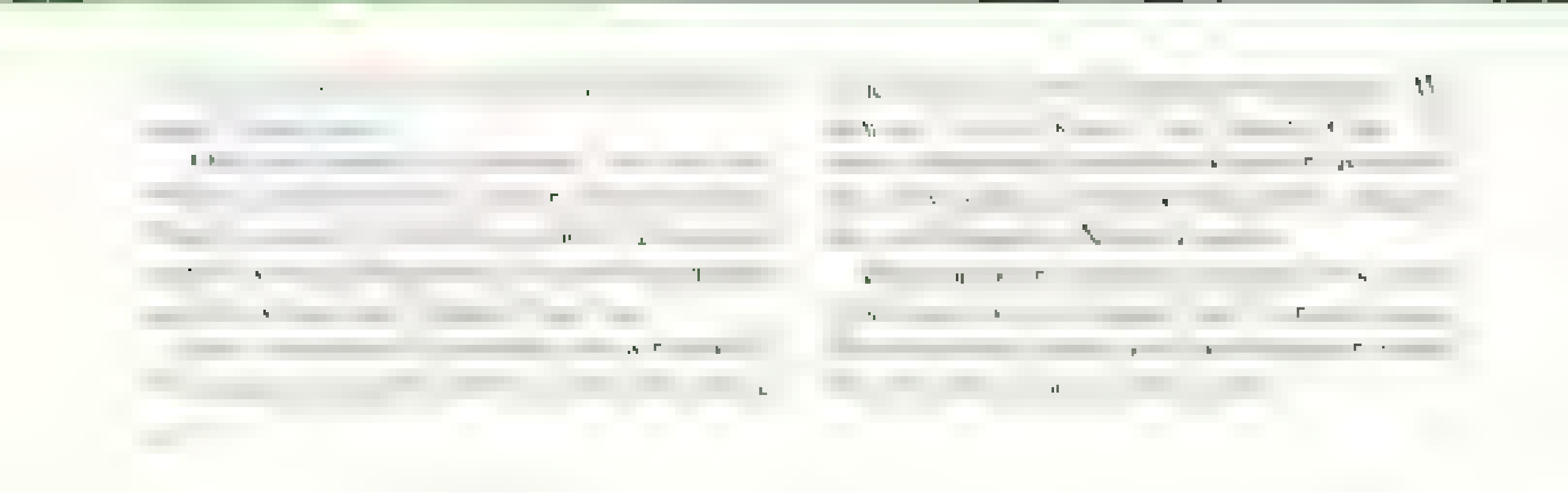
Now Ferguson and his copilot bunched forward in their seats, intent on lining up with a row of lights on the tanker's belly, while the "boomer" in the tanker called off the distance. The boom waved slightly, for an instant I thought it would plunge through our cockpit window, but at the last moment it rose gracefully as I passed over.

"Stand by for contact," the boomer's voice crackled, with a sharp thump the boom's nozzle locked in its receptacle just behind us. Now we drank in fuel at more than 6,000 pounds—nearly 1,000 gallons—a minute.

For more than 10 minutes these planes roared along at 300 miles an hour, five miles high as though welded together. Only by the pilot's constant adjustments in throttles and yoke could I appreciate how tricky and dangerous this operation can be, especially during an alert. Yet, on the average, every 45 minutes around the clock an airborne SAC bomber refuels somewhere in the world (pages 316).

Through the night our B-52 zigzagged hundreds of miles across the Dakotas, Nebraska, and Wyoming. About 2 a.m. we began a high-level bombing run at 52,000 feet. I wormed my way down to a windowless cubbyhole to



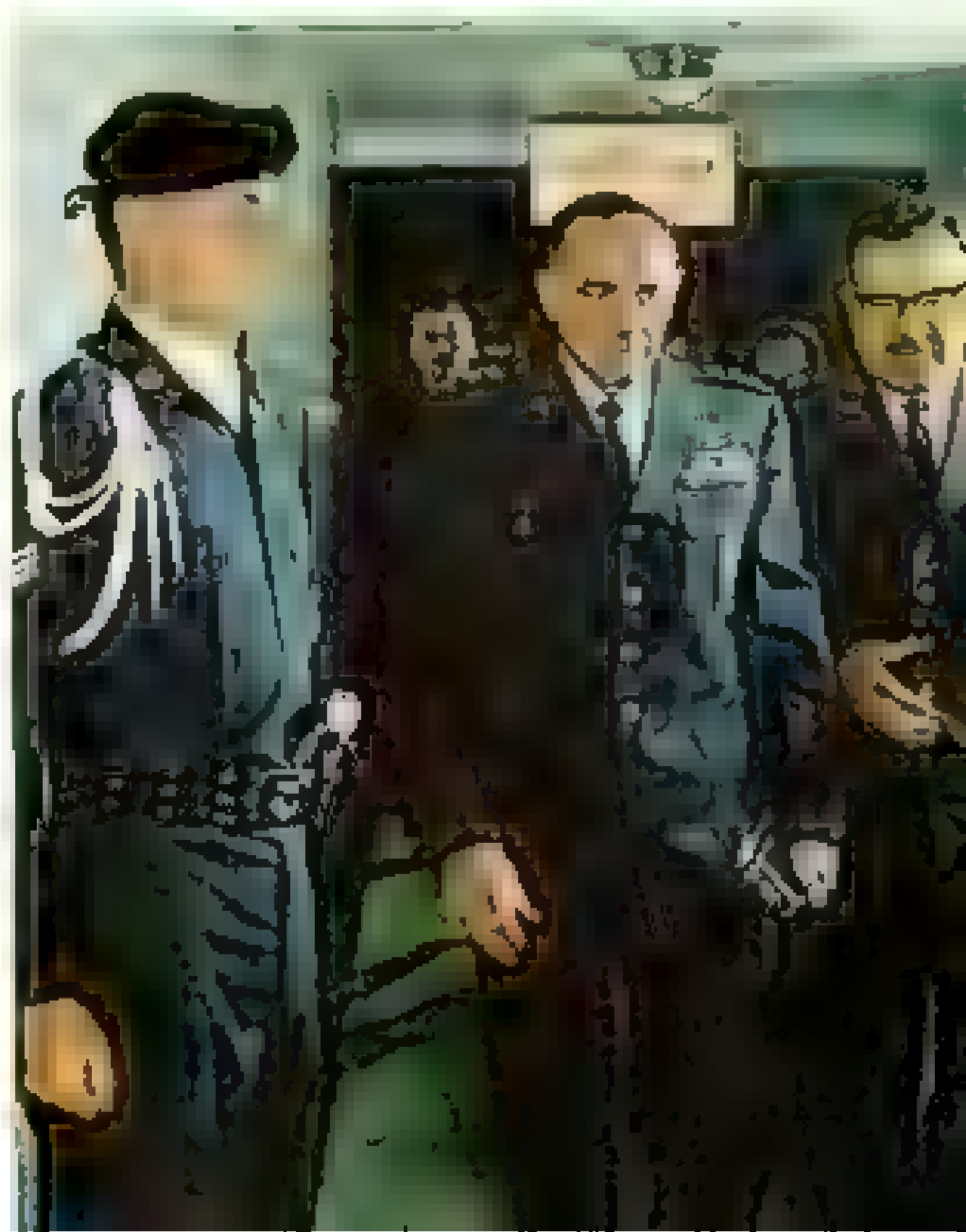




For more information, please contact us at 1-800-123-4567. We are happy to assist you with any questions or concerns you may have.

Our team is dedicated to providing you with the highest quality service and support. We will ensure that your needs are met and that you are satisfied with our results.

Thank you for choosing our company. We look forward to serving you and helping you achieve your goals. Please don't hesitate to reach out to us if you need any assistance.



## History of the

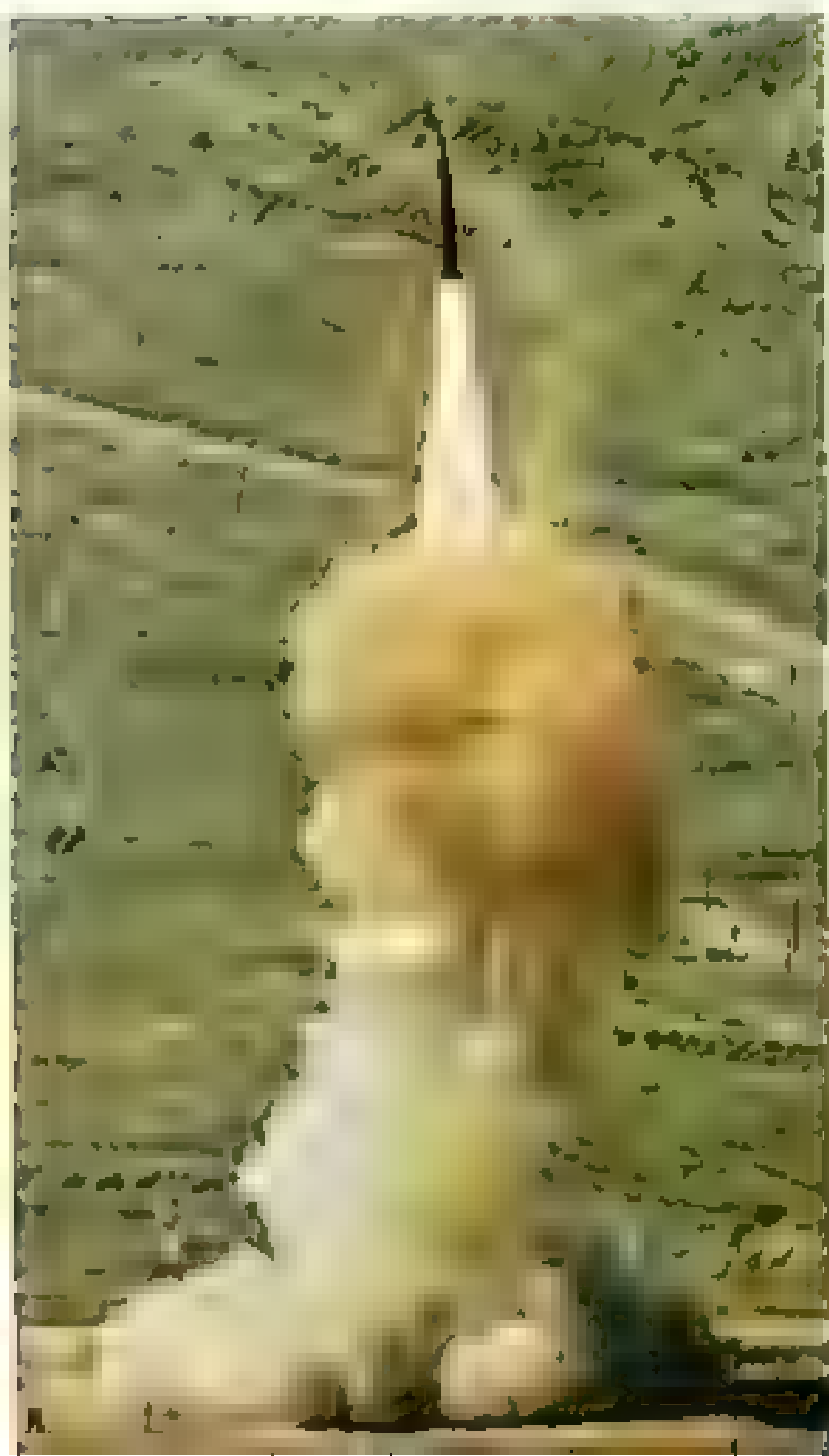
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## History of the

The history of the



...not true. A warbler means that independent radar is searching for the acrobats. The FV (I) can confuse the enemy by changing the line of flight as often as it likes for radar screens will be confused.

[illegible]



# U.S. Air Force ROUND THE GLOBE

Command, Agency Overseas Air Force Base Station

Base Main Base Warning Station Adverse Base

AFB Air Force Base AB Air Base AS Air Station

Area Scale 50,000,000



**SAC** The world-topping Strategic Air Command stands as the United States' chief deterrent in a clear war. Its 250,000 highly trained men operate the most destructive weapons systems science can devise, both in the air and at scattered bases around the world.

Primary role of SAC is to provide the United States' chief deterrent in a clear war. Its 250,000 highly trained men operate the most destructive weapons systems science can devise, both in the air and at scattered bases around the world.



**TAC** The world-topping Tactical Air Command stands as the United States' chief deterrent in a clear war. Its 250,000 highly trained men operate the most destructive weapons systems science can devise, both in the air and at scattered bases around the world.

Primary role of TAC is to provide the United States' chief deterrent in a clear war. Its 250,000 highly trained men operate the most destructive weapons systems science can devise, both in the air and at scattered bases around the world.



**ADC** The Air Defense Command (ADC) uses its Distant Early Warning Line (DEW Line) and Ballistic Missile Early Warning System (BMEWS), to guard the North American continent against aerospace attack. It also supplies interceptor aircraft and surface-to-air missiles to the NORAD commander.

Primary role of ADC is to guard the North American continent against aerospace attack. It also supplies interceptor aircraft and surface-to-air missiles to the NORAD commander.



**MATS** The Military Air Transport Service gives the Department of Defense a global air-lift capability. Flying some 600 large and personnel carriers over 150,000 miles of air routes. Other activities: aeromedical evacuation, aerial mapping, air rescue and weather reconnaissance.

Primary role of MATS is to give the Department of Defense a global air-lift capability. Flying some 600 large and personnel carriers over 150,000 miles of air routes.



## MAJOR COMBATS AND AGENCIES

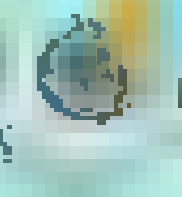
MAJOR COMBATS AND AGENCIES	MAJOR COMBATS AND AGENCIES
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Pacific Ocean

HAWAII



USAF's 15th Air Force, over  
which air arm U.S. Air Forces  
Europe has more than 1000 aircraft  
and 20,000 personnel. It is NATO  
partner, combat ready and pro-  
vide tactical and logistic support  
for Allied ground forces over an area  
of 1.5 million square miles extending  
from Britain and Western Europe  
to Russia and the Soviet Union.



PACAF Pacific Air Forces built  
warfare in western hemisphere to be  
effective with strategic defense  
and global operations. This includes  
British, Australian, and New  
Zealand air units in cover the Pacific  
Ocean and eastern Asia, only ph-  
ases of the world's air war.

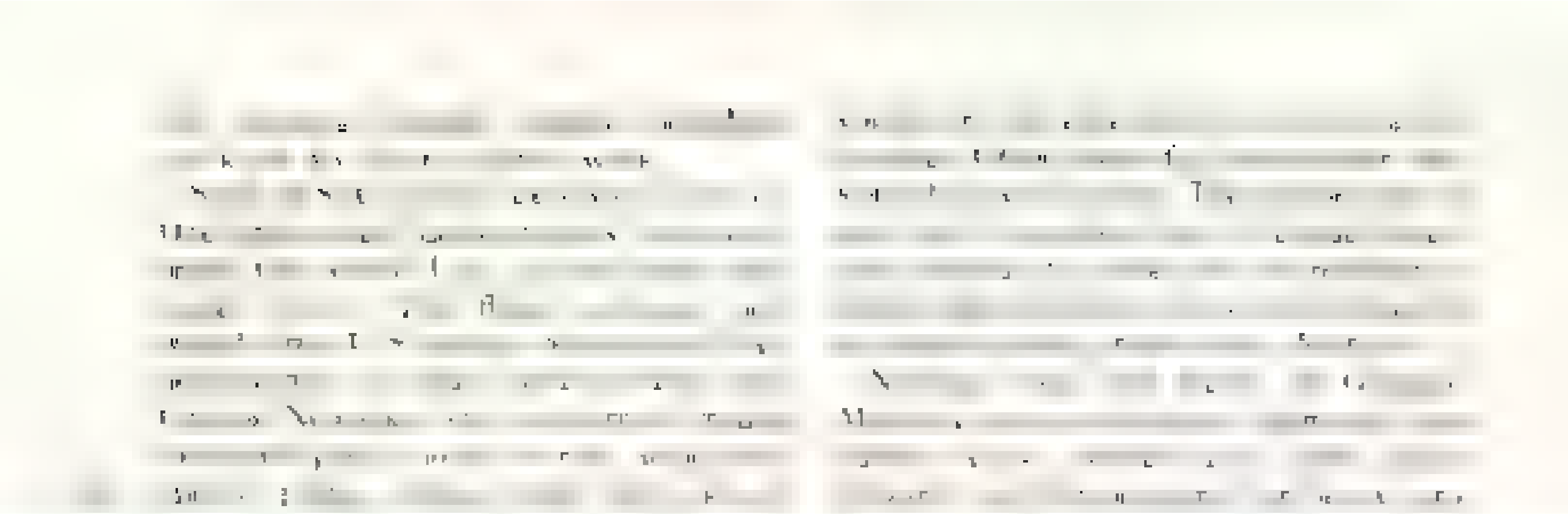
Atlantic Ocean

NEWS Power of 8th Air  
Military West stations  
sweep in 250 hours of air strikes

Powerful missiles—Titan  
and Minuteman—based  
at underground sites in the  
United States can strike any  
point on this map and beyond.

SOUTH  
AMERICA

MEXICO





SAVED BY A BOAT AT 10:00 PM

SAVED BY A BOAT AT 10:00 PM

SAVED BY A BOAT AT 10:00 PM

SAVED BY A BOAT AT 10:00 PM

SAVED BY A BOAT AT 10:00 PM

SAVED BY A BOAT AT 10:00 PM



Cramped in a cockpit at 10:00 PM

Cramped in a cockpit at 10:00 PM

Cramped in a cockpit at 10:00 PM



Pilot's gloved hand at 10:00 PM

Pilot's gloved hand at 10:00 PM

Pilot's gloved hand at 10:00 PM



he consulted only if he was ructed to at tack while and. The crew can't back unless it gets the "give" when it's ordered to.

For the doctrine of deterrence and for fully and fully advanced by Gen. Curtis E. LeMay, who retired last February after more than 30 years in the service and three years as SAC of the Air Force Chief of Staff the Air Force relies on its defensive strength plus a mixed force of bombers and missiles to deter enemy nuclear attack. For weapons in ver-

### Titan's Computer Whirs Constantly

The newest of our missiles—the solid fuel Titan II—of which SAC now has 1,000—can launch 800 tons 312 miles and the extremely powerful liquid fuel Titan II of which there are 1,000—can launch within seconds from their concrete silos and launchers. They only tolerate any aggression on earth reaching their farthest target within 30 minutes. Nobody has yet performed a weapon capable of stopping them.

Missiles are a most living thing, when I went down into a Titan II silo at Little Rock, Arkansas. Titan's four-man crew lives in the underground complex for 24 hours at a stretch. Elaborate air conditioning and enough air to breathe at night keeps the missile crewed and dry, at 30 percent humidity. The self-guided guidance package which brings the missile on target must be kept specially warmed. Inside, a gyroscope and computer are always running, ready for that possible moment when the Titan pierces and penetrates.

As I stood with the crew at the bottom of the silo, the streaming aluminum light of the missile towered above us like a giant redwood forest. Then we rode up the elevator to view the warhead. Its devilish power, calculated in megatons—millions of TNT—is, of course, secret. But Col. Peter H. Spear, commander of the 3rd Strategic Missile Squadron, gave me a thought-provoking illustration.

How many freight cars do you think it would take

to carry a five-million-ton bomb?

My guess was a train 50 miles long.

He smiled. "We would have to go even farther the way from Little Rock (population 140,000) to the tip of the



Separating in space, a rocket is far away from the proposed Air Force Manned Orbital Laboratory. A Titan II is shown in the background.

World's most powerful rocket, Titan II, is shown in the background. A Titan II is shown in the foreground.

is power. Air Force

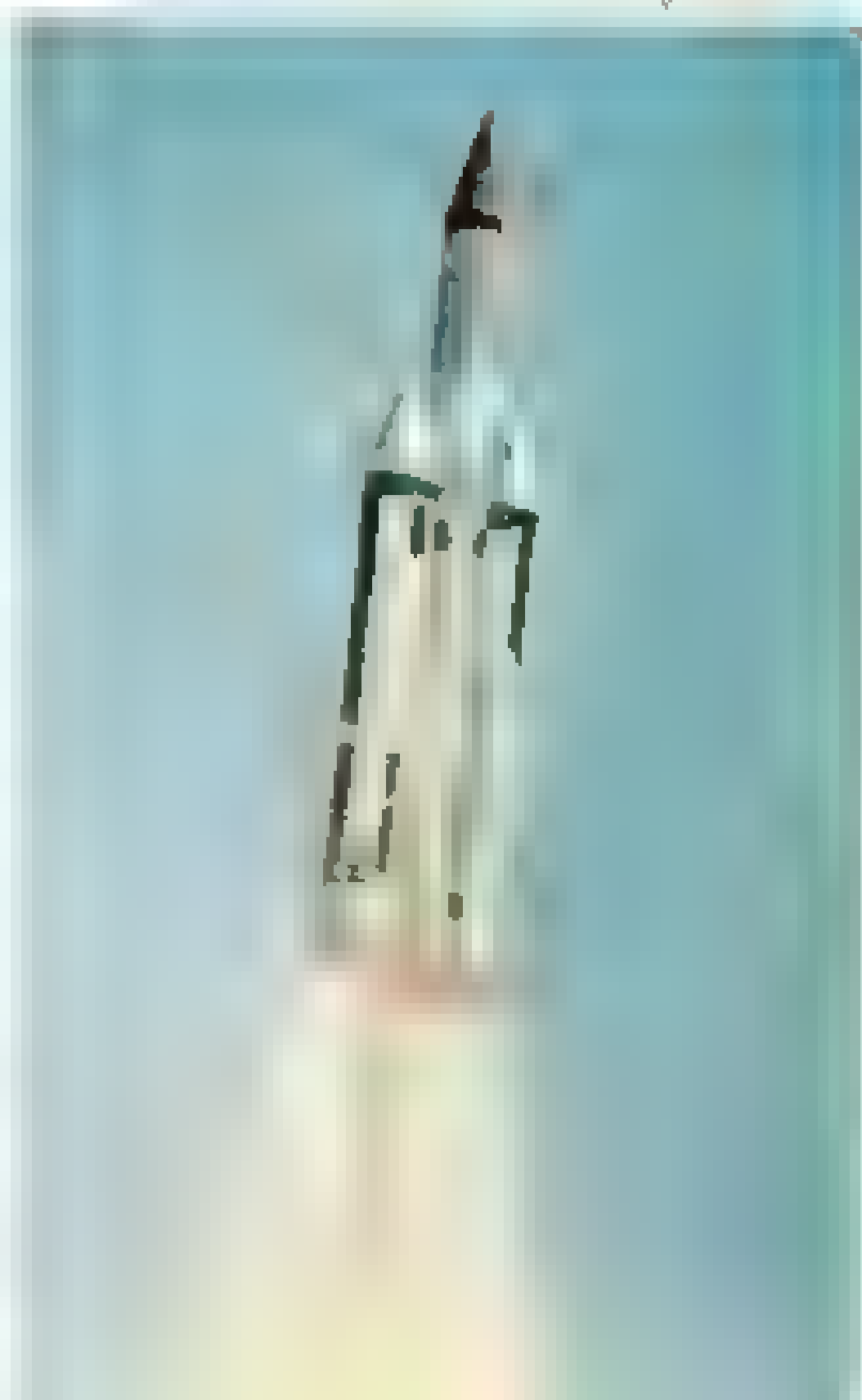




Illustration of a child and a dog in a dark, forest-like setting.

is retained. So, in the Air Force view, it is always necessary to have another, more flexible, striking force composed of bombers that can be recalled or diverted and that can be sent to the air before any attack knocks them out.

Gen. John P. McConnell, Air Force Chief of Staff, sums it up succinctly: "I am convinced that for the foreseeable future, we will continue to need a considerable number of bombers and a variety of other manned aircraft that we must replace our oldest types with newer and better ones."

But the question that troubles many Air Force planners is: How soon? Our old B-52's—the jet bombers that preceded the B-58—are currently scheduled to be retired next year. How soon will a fleet of bombers be needed to replace the B-52's and B-58's?

The latest model B-52, a 650-mile-an-hour plane with a fuel capacity for 12,500 miles, was developed three years ago, and the oldest models are ten years old. By today's fast-

moving technology, any plane approaching obsolescence in a decade.

The General Dynamics B-58 Hustler, introduced seven years ago as the world's fastest jet bomber, has remarkably good maneuverability. This remarkable performance is winged about in the size of a B-52.

It carries its bombs externally. Its skin is a honeycomb sandwich of aluminum, glass fiber, and seamless steel, to withstand the tremendous heat of air friction when the plane "tops out" at 4,323 miles an hour.

That with a range of 1,000 miles, a B-58

usual warning devices alert a B-58 pilot to trouble. He may see a flashing red light and hear a pleasant female voice caution: "Check for engine fire" or "Landing gear down." "The nose is too high."

These reminders catch our attention on fact and fiction. "You might ignore a bird's voice—but you might ignore a warning."

Impressed as I was by the B-58, I confess to a sense of emotion when I first



XB-70, its slender five-engine aircraft, make great exercise of delta wings. At Edwards Air Force Base's Palmdale plant in California, I watched as it raced by over the runway.

### Research Becomes XB-70's Fate

March 3—After a year of research, the XB-70 is designed to ride a wave of air that will make it invulnerable. But it will never be in the hands of the North Atlantic Treaty Organization, established by Joseph R. Biden Jr., as the research continues.

I am in the cockpit of the two-man aircraft, 20 feet above the ground at some 175 feet from the runway. The plane is in the air, and the engines are running. The plane is in the air, and the engines are running.

to make supersonic transports.

The spine of the plane is composed of a parts that will fly at Mach 3 and of the most resistant materials they need.

and F—about the meeting point of land.

A rather new plane that holds some of the same ideas is the Conquest Dragon, once called the JFX. This fighter

will be a supersonic fighter, and it will be a supersonic fighter.

With wings, the plane can fly at Mach 3 and can fly at Mach 3 and can fly at Mach 3.

then, at 60,000 feet, the plane can fly at 4,000 miles an hour—with enough fuel to make the Atlantic next page. But even the B-111 is not a supersonic fighter.

### Miniature planes, compared in statistics over

the B-111 is not a supersonic fighter. The B-111 is not a supersonic fighter. The B-111 is not a supersonic fighter. The B-111 is not a supersonic fighter.



Like a fighting animal, the XB-70 is a supersonic fighter. It is a supersonic fighter. It is a supersonic fighter. It is a supersonic fighter.

the experiments are now being made in the development of a B-111 transport.











GLOWING SYMBOLS give instant information. Numbered half-arrows mean aircraft—red for hostile, orange for unknown, green for planes of special interest. Star means friendly aircraft carrier; triangle, Soviet-bloc “fishing” trawler.

ENEMY BOMBERS from Cuba? In this hypothetical exercise, Florida's Communist neighbor shows on enlarged section (right) of map above. If the arrows move steadily toward the U. S., NORAD sends interceptors aloft to identify and—if need be—turn back or destroy the intruders.



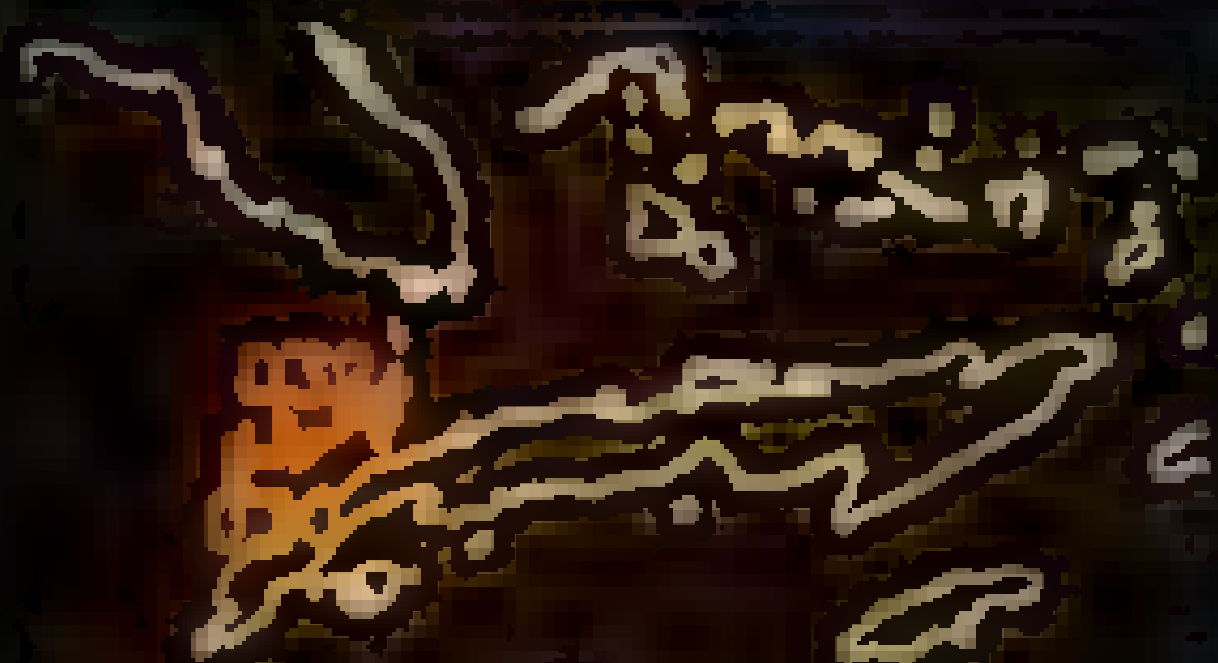
PHOTOGRAPH BY NATIONAL GEOGRAPHIC PHOTOGRAPHERS BRUCE SAGE, GARY AND DAVID HANCOCK. © 2003

## NORAD: Vigilant guardian of North America's defense

**I**N THIS darkened chamber at Colorado Springs, electronic wizardry analyzes and displays any threat of war and U.S.-Canadian readiness to meet it. Here converge nerve impulses from hundreds of sky-sweeping sensors, including BMWs,

DEW Line, and far-ranging radar planes. Day and night, technicians of the North American Air Defense Command man the consoles, alert for sign of attack. In time of crisis, or for exercises like this one, decision-making generals fill the glassed-in

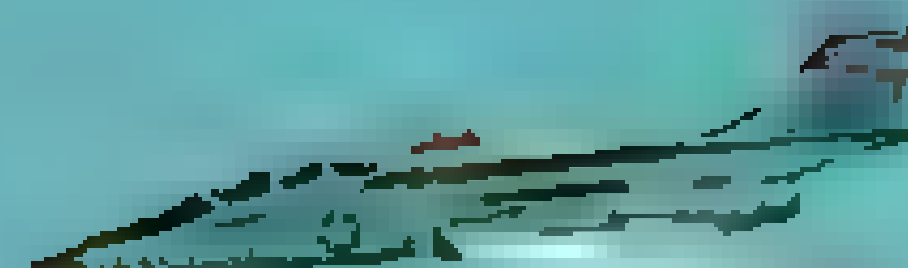
observation room. Here, during the simulated attack, white ellipses (far left) encircle launching sites of Soviet missiles speeding toward the United States; similar ovals on the North America map show computer-predicted impact points.



1. F-4 Phantom II  
2. F-4 Phantom II  
3. F-4 Phantom II



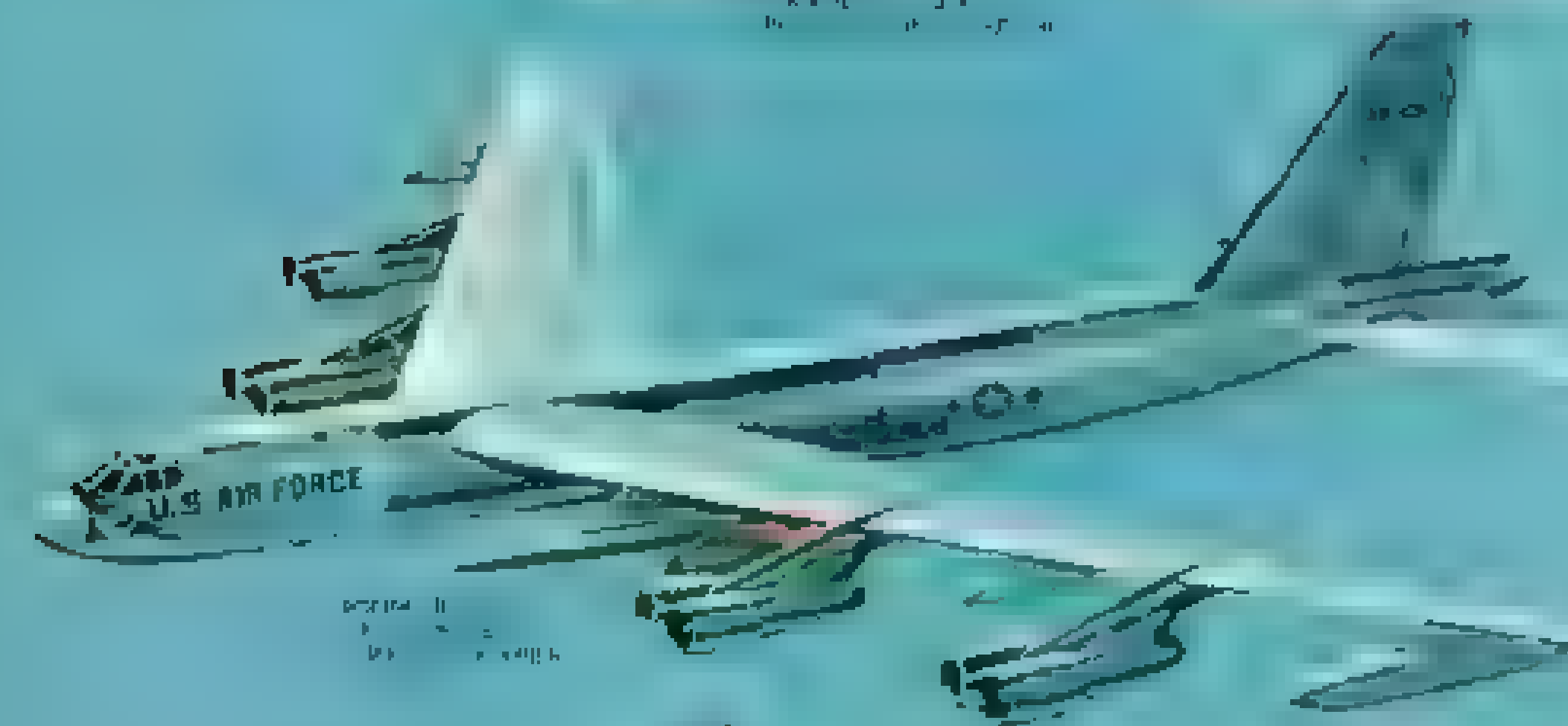
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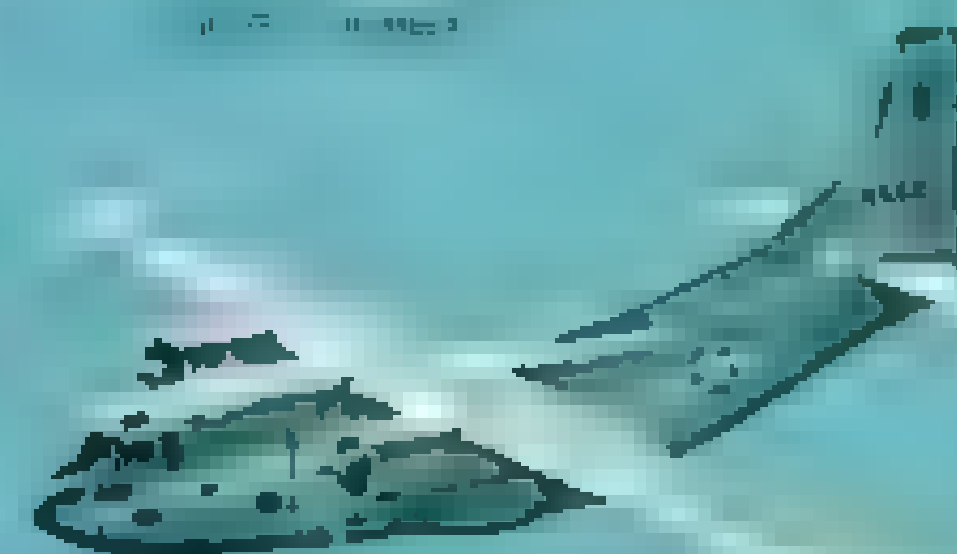
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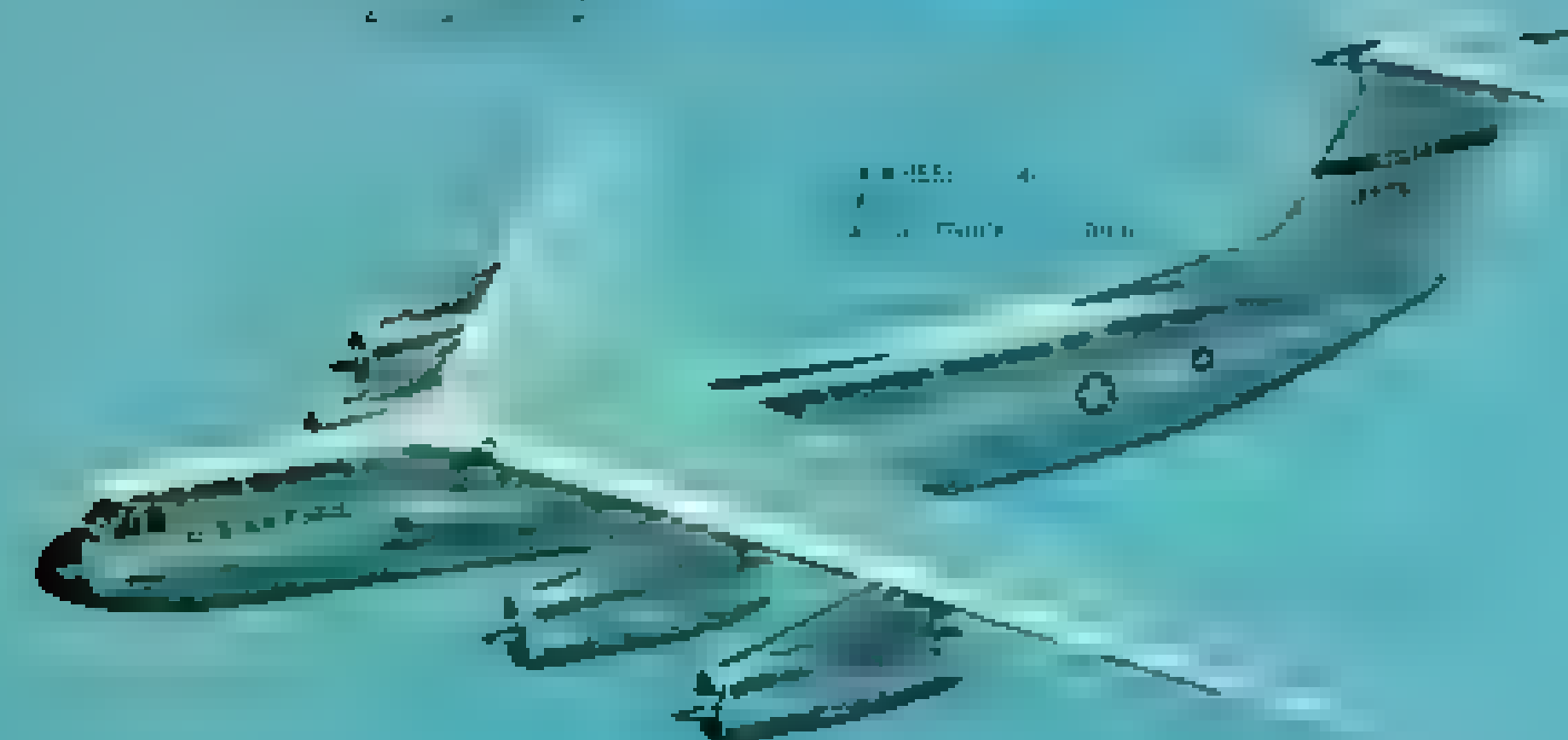
20. F-4 Phantom II  
21. F-4 Phantom II



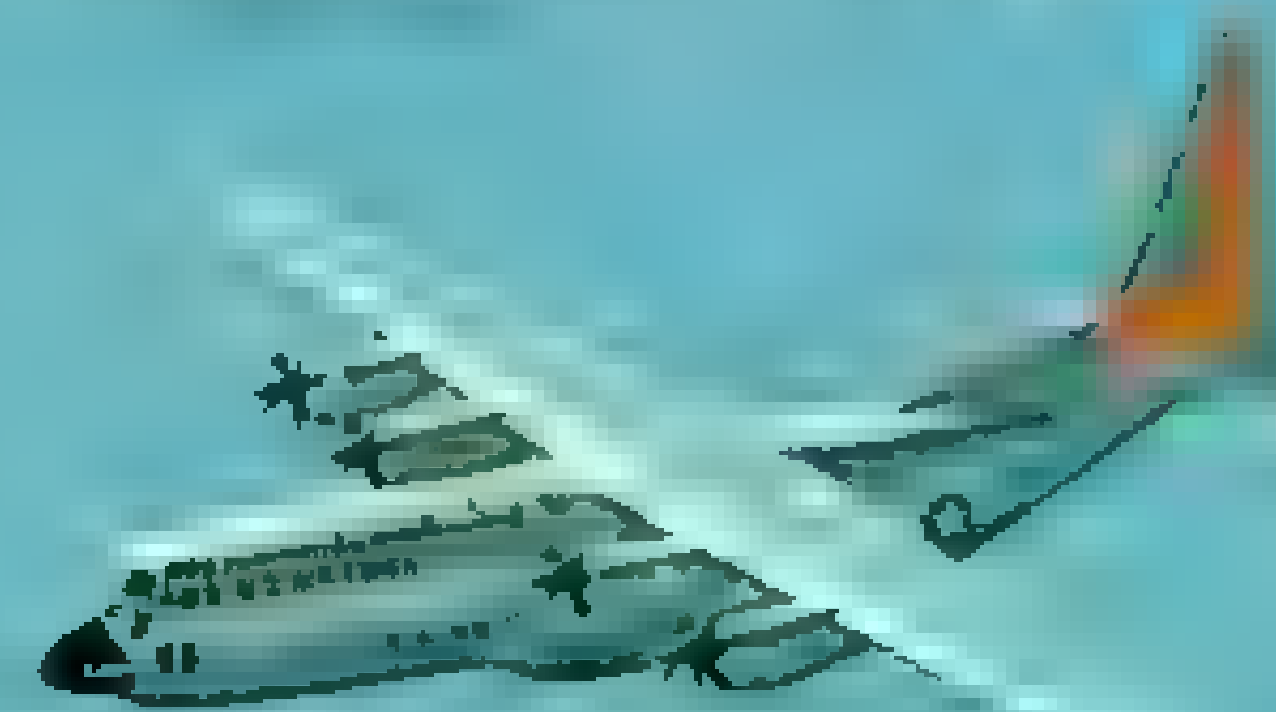
22. F-4 Phantom II  
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27. F-4 Phantom II



28. F-4 Phantom II  
29. F-4 Phantom II



30. F-4 Phantom II  
31. F-4 Phantom II





Continued from page 124

## at the Atlantic and Pacific

I was told that NORAD, finding about a most remarkable radar, now under construction at Eglin Air Force Base, Florida, it does not need to sweep back and forth, but can lock on to a target and follow it.

The radar, I was told, can cover almost half the hemisphere simultaneously at such phenomenal distances as 1500 miles.

## Intercept or Track? Or Both?

NORAD's display boards show only significant flights. See the interceptors identify and filter out most of the estimated 100,000 to 200,000 commercial, military, and private flights that appear over the continental U.S.

During my visit to NORAD, I saw SAC's airborne command post, "Looking Glass," located on the map as a yellow symbol in the

middle of the United States. A small green dot was located in the Atlantic Ocean, and a blue dot was located in Rhode Island.

A small green dot was located in the Atlantic Ocean, and a blue dot was located in Rhode Island. A small green dot was located in the Atlantic Ocean, and a blue dot was located in Rhode Island. A small green dot was located in the Atlantic Ocean, and a blue dot was located in Rhode Island.

As I watched three unknowns being quickly appeared. Among arrows from the unknowns, the continental U.S. I turned back and I then saw the unknowns from the rear.

As for the other stranger, I found that it was a commercial aircraft in navigation trouble and it was "cease."



## Electronic intelligence work

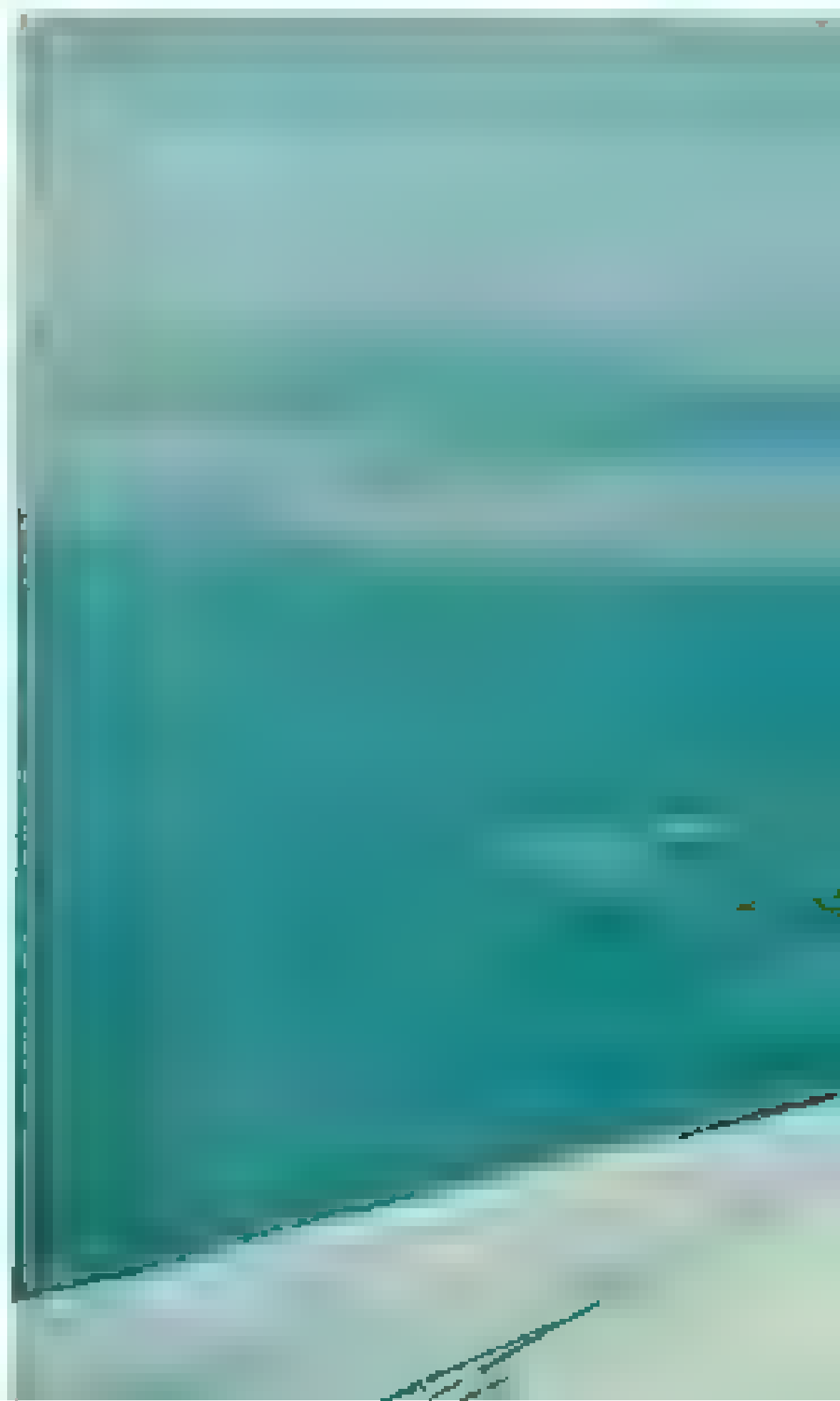
See page 124 for a study at SAC. The work is done in the technical and electronic in

## Loganville Bering Strait

at the Arctic Air Command, Alaska.

## United States War

work with the Instant Early Warning 10th Air Force and the 10th Air Force Early Warning Systems (EWS).



Nor, unfortunately, NORAD helps bring commercial planes back on course.

A simulated attack by 10 BMs flashed suddenly on the board. Balloons appeared on the Soviet map, marking the launching sites from which missiles were flying at almost five miles a second. Computers whirled, millions of calculations determined the exact speed, trajectory, and targets of the ballistic missiles, and when moments of calculations of time-to-impact were reached.

New balloons—the targets of the simulated attack—appeared on the U.S. map. They centered around Los Angeles, New York City, San Diego, Detroit, and Colorado Springs, where I was living at the moment.

The attack had been reported. It was a simulation, would have been flushed to SAC headquarters in Ottawa, to the Pentagon, and to

some of the head quarters in Canada. One of the most amazing and foolproof electronic systems in existence run by the Air Force Communications Service guarantees virtually instant communications through the current defense network. Even as I listened, a computer punched its information into the

seconds was talking to "Looking Glass" flying over Ohio.

Because Colorado Springs would be a prime target, a 19-year NORAD wing moved its Combat Group at once 600 miles deep into the heart of Cheyenne Mountain a few miles south of the city. This mountain hardened against nuclear attack has been under construction since 1960 at a cost of \$20,000,000.

#### Sidewinder Alloys at Hot Tails per

The Air Defense Command's aircrews experience some of the most fantastic and sophisticated in the entire Air Force. The

air masses achieve the conventional

for a few hundred miles some of the most sophisticated in the public. Most fascinating is the Centurion Sidewinder.

At 10 p.m. I watched a plane drop a parachute flare and as it flared toward the ground, an interceptor two miles away loosed one of its slender nine-foot sidewinders. Almost immediately the missile swerved toward the slow-moving flare and unerringly bore in. A sudden flash, and the flare was no more.





### Screaming & outward

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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### Large shells spew

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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### Armed & fire power

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Another mystery plane, the Lockheed SR-71, goes into operation late this year at Naval Air Force Base in California. Similar to the YF-12A, it heavier than the YF-12A, but it is faster and has a longer range. It is also capable of carrying a variety of weapons, including the AS-12A, a long-range, high-speed, high-altitude, high-precision, air-to-air missile. It is also capable of carrying a variety of weapons, including the AS-12A, a long-range, high-speed, high-altitude, high-precision, air-to-air missile.



Unit number	Unit name	Unit code	Unit credit	Unit type	Unit status
1	Unit 1: Introduction to the course	101	5	Core	Open
2	Unit 2: The history of the course	102	5	Core	Open
3	Unit 3: The theory of the course	103	5	Core	Open
4	Unit 4: The practice of the course	104	5	Core	Open
5	Unit 5: The evaluation of the course	105	5	Core	Open
6	Unit 6: The future of the course	106	5	Core	Open
7	Unit 7: The conclusion of the course	107	5	Core	Open
8	Unit 8: The summary of the course	108	5	Core	Open
9	Unit 9: The final assessment of the course	109	5	Core	Open
10	Unit 10: The end of the course	110	5	Core	Open

1. The first part of the document discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses. It emphasizes that proper record-keeping is essential for determining the correct amount of tax liability.

2. The second part of the document outlines the various methods used to calculate the taxable income of an individual or entity. It covers topics such as deductions, credits, and the treatment of different types of income.

3. The third part of the document provides information about the different types of taxes that may be applicable, including income tax, gift tax, and estate tax. It also discusses the consequences of failing to pay taxes on time or in full.

4. The fourth part of the document discusses the various ways in which a taxpayer can reduce their tax liability, such as through the use of tax-exempt investments, charitable deductions, and capital gains treatment.

5. The fifth part of the document discusses the various ways in which a taxpayer can avoid double taxation, such as through the use of the marital deduction, the unified credit, and the credit for tax on prior transfers.

6. The sixth part of the document discusses the various ways in which a taxpayer can avoid the estate tax, such as through the use of the unified credit, the credit for tax on prior transfers, and the credit for tax on prior transfers.

7. The seventh part of the document discusses the various ways in which a taxpayer can avoid the gift tax, such as through the use of the unified credit, the credit for tax on prior transfers, and the credit for tax on prior transfers.

8. The eighth part of the document discusses the various ways in which a taxpayer can avoid the income tax, such as through the use of the unified credit, the credit for tax on prior transfers, and the credit for tax on prior transfers.

9. The ninth part of the document discusses the various ways in which a taxpayer can avoid the estate tax, such as through the use of the unified credit, the credit for tax on prior transfers, and the credit for tax on prior transfers.

10. The tenth part of the document discusses the various ways in which a taxpayer can avoid the gift tax, such as through the use of the unified credit, the credit for tax on prior transfers, and the credit for tax on prior transfers.

### Mental Block at 15 Seconds Away

1. The first part of the text discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses. It emphasizes that proper record-keeping is essential for determining the correct amount of tax liability.

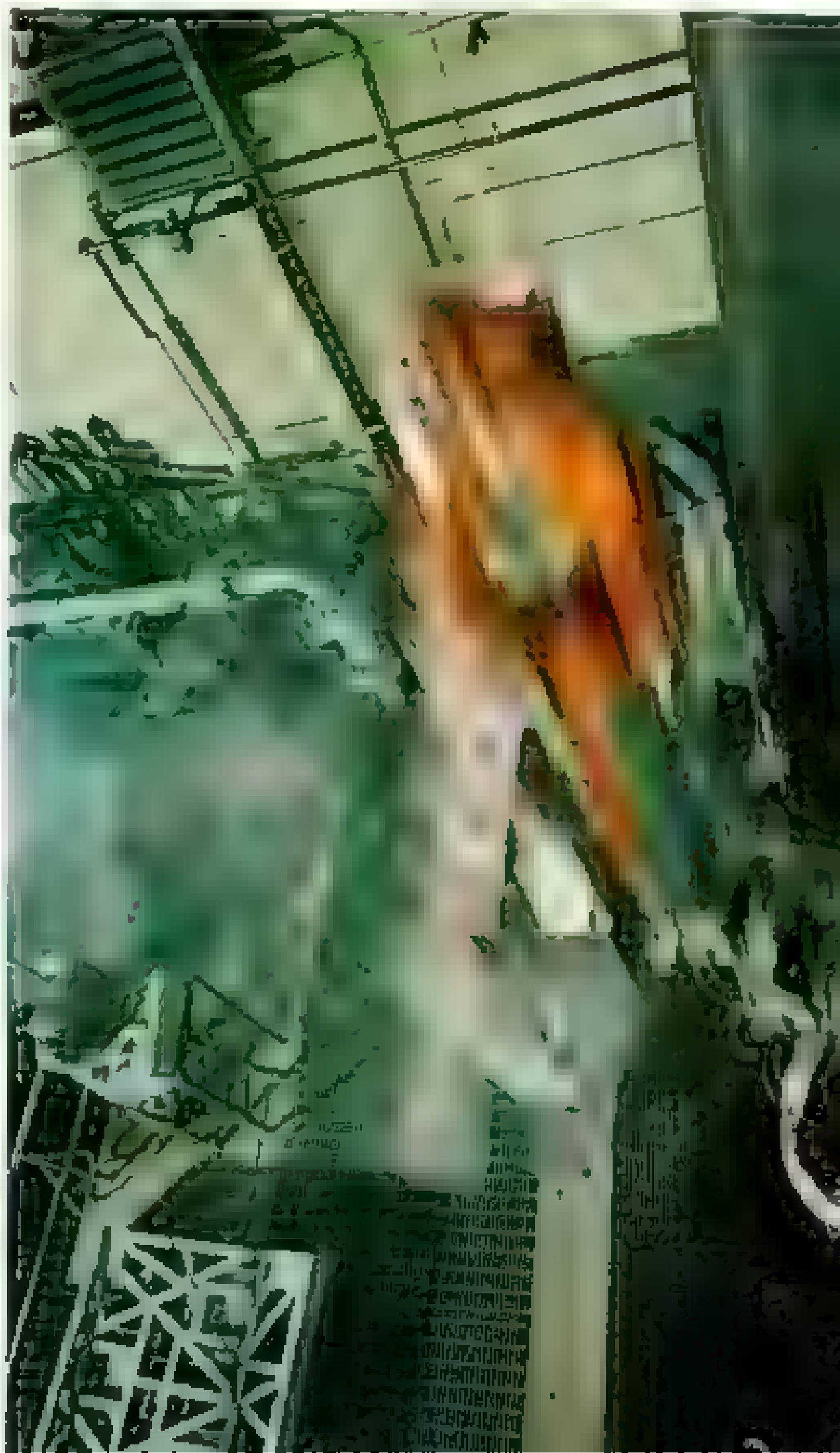
2. The second part of the text describes the various methods used to calculate the taxable income of an individual or entity. It mentions that the calculation typically involves starting with gross income and then subtracting allowable deductions and exemptions.

3. The third part of the text explains the different types of taxes that may be applicable, such as income tax, property tax, and sales tax. It notes that the specific rules and rates for these taxes can vary significantly depending on the jurisdiction.

4. The fourth part of the text discusses the importance of understanding the tax consequences of various financial decisions, such as investing, borrowing, and spending. It suggests that consulting with a tax professional can be helpful in making informed choices.

5. The fifth part of the text provides a summary of the key points discussed and offers some final thoughts on the importance of staying up-to-date on tax law changes.







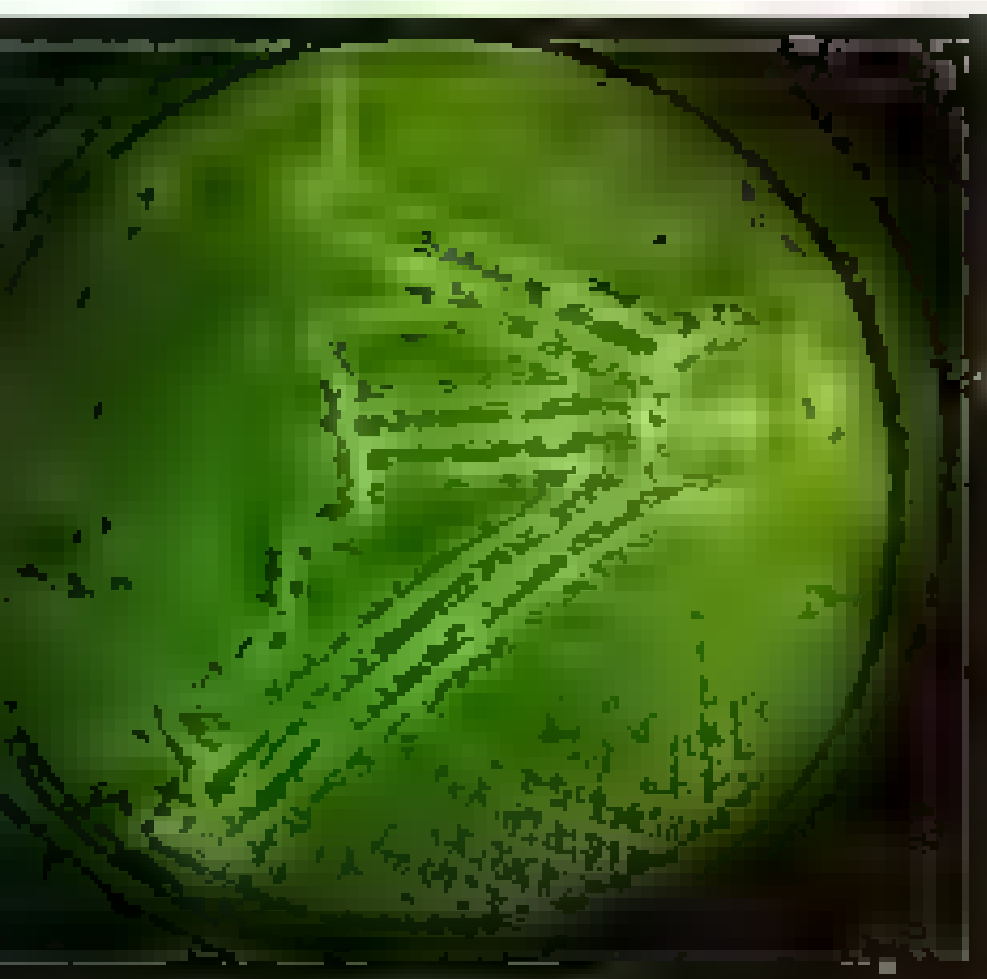
## Scramble!

1. The first part of the document is a title page. It contains the title "THE HISTORY OF THE UNITED STATES OF AMERICA" and the author's name "BY JAMES MADISON".

2. The second part of the document is a preface. It discusses the importance of history and the role of the government in preserving it.

3. The third part of the document is the main body of the text. It is divided into several chapters, each dealing with a different aspect of the history of the United States.

4. The fourth part of the document is a conclusion. It summarizes the main points of the text and offers some final thoughts on the future of the United States.



## Of Planes and Men

It was a beautiful day, and I was  
out for a walk in the park.  
The children were playing  
and the birds were singing.

I was walking along the path  
when I saw a small plane  
flying overhead. To my surprise the  
pilot was a young boy.

He was flying a small  
biplane and he was  
flying very low. I was  
amazed to see a young boy  
flying a plane.

I called out to him and he  
flew closer. He was  
flying very well and he  
was smiling at me.

I asked him his name and he  
told me it was Tom. He  
told me he was flying the  
plane for the first time.

### Phantom Goes Both Fast and Slow

F-4's pilots have the word for the F-4C  
though they laugh at its reputation as a  
"phantom".

The Phantom is a fast  
fighter and it is also a  
slow flyer. It can fly as  
slowly as a glider.

It can fly as fast as a  
bullet.

It can fly as high as a  
kite. It can fly as low as a  
creeper. It can fly as fast as a  
bullet.

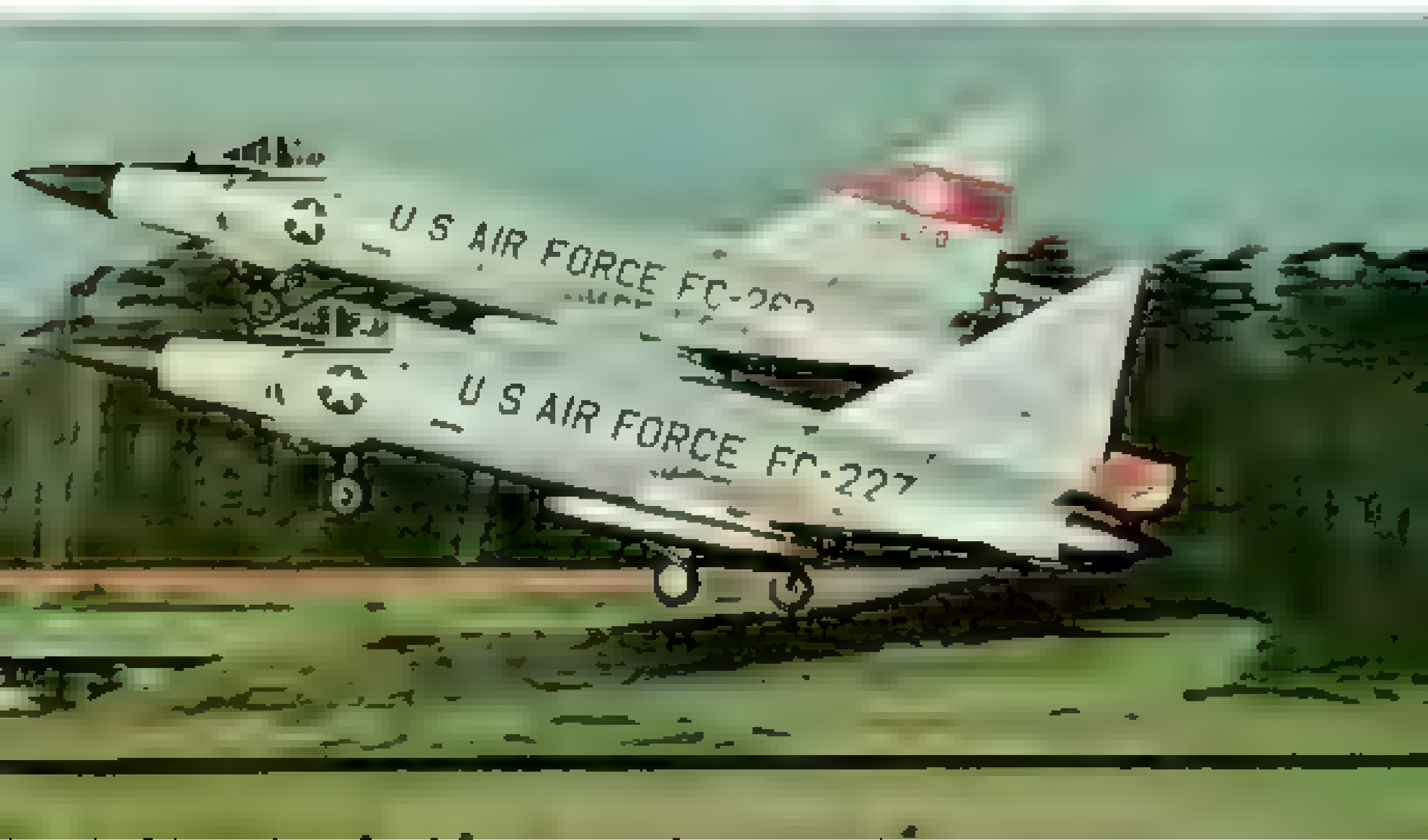
It can fly as slow as a  
glider. It can fly as fast as a  
bullet. It can fly as high as a  
kite. It can fly as low as a  
creeper.

It can fly as fast as a  
bullet. It can fly as slow as a  
glider. It can fly as high as a  
kite. It can fly as low as a  
creeper.

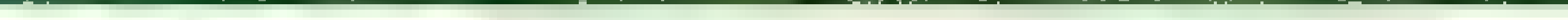
It can fly as fast as a  
bullet. It can fly as slow as a  
glider. It can fly as high as a  
kite. It can fly as low as a  
creeper.

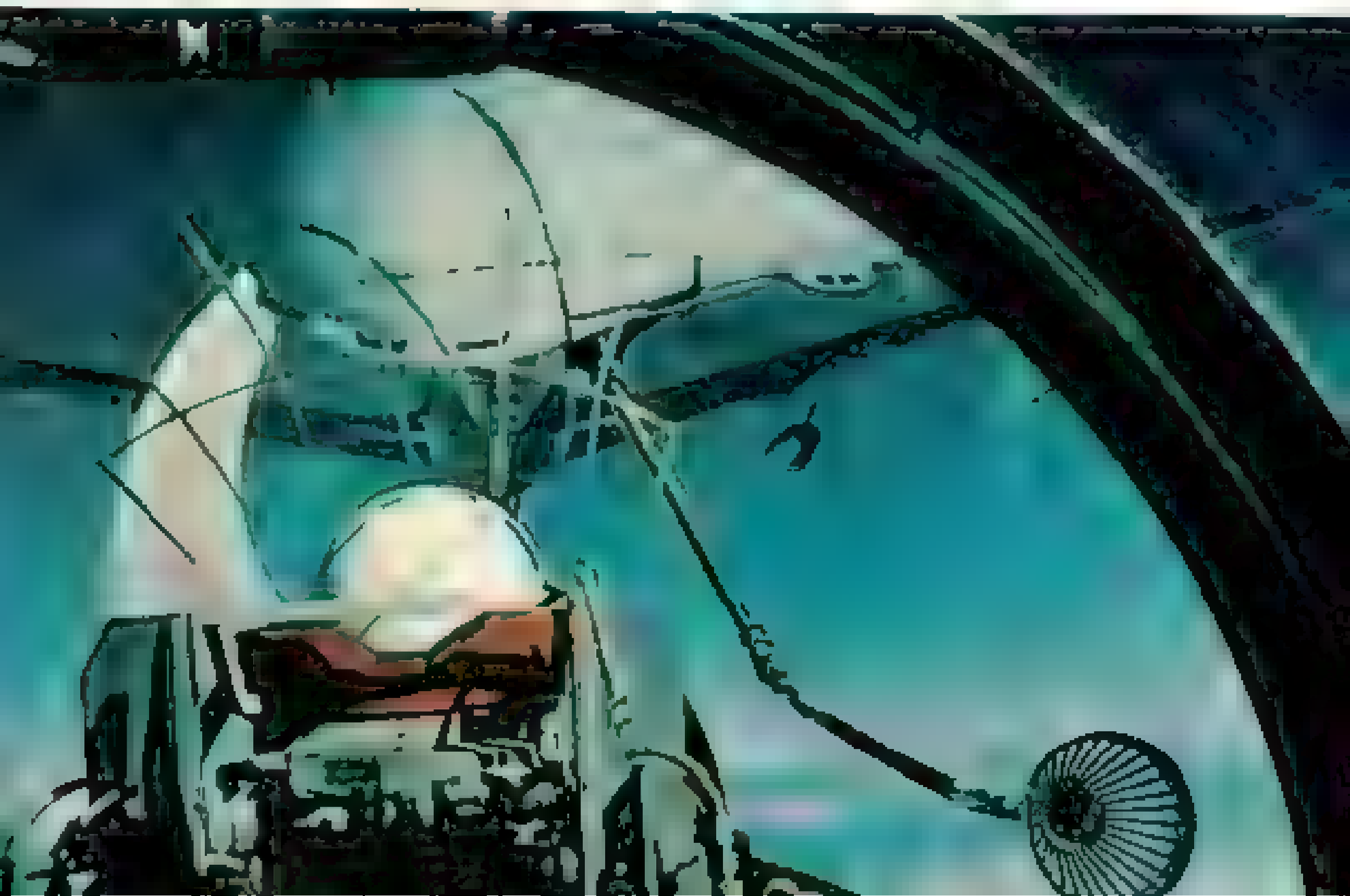
It can fly as fast as a  
bullet.

It can fly as fast as a  
bullet. It can fly as slow as a  
glider. It can fly as high as a  
kite. It can fly as low as a  
creeper.











I turned from skip bombing to ocean bombing, reporting to Homestead Air Force Base. A midnight rain squall whipped across the Gulf. I packed a heavy load: thermal underwear and a winter flying suit. I was going for the suet and ore.

### AC Fighters Van from Ocean

No warm clothing was necessary—I was going with the men of the 36th Squadron of the 1st Tactical Fighter Wing on a rotational flight across the Atlantic to Çiğli, pronounced *chighlee*, Air Base near Izmir, Turkey, where they would stay for at least three months, replacing the 36th Squadron that had finished its turn standing alert as part of USAF E, 1st United States Air Forces in Europe.

I was going in the back cockpit of an F-4 Phantom in the Air Force, not told by any other civilian writer before ever studied and



Saddle sore and weary, the author climbed out of the rear cockpit of an F-4 Phantom after 22 hours of flying to Samsun and Turkey. He accompanied the 36th Tactical Fighter Squadron, replacing from Fowles Field, 1st Air Force Base in Çiğli Air Base near Izmir, Turkey, where I became part of the 1st U.S. Air Forces in Europe.

After a long flight, the author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky. The author was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky. The author was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.

in a flight. The stories I had heard made the trip sound gruesome and uncomfortable. We would be stuck in our cramped cockpits for nearly nine hours.

It used to be that the first light the pilot saw was the first man in the air is the lead. But now, the first man in the air is the lead. But now, the first man in the air is the lead. But now, the first man in the air is the lead.

After the flight, the author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky. The author was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.

The flight was a success. The author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky. The author was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.

Our flight number was Fox Alpha 1, 2. The pilot was Capt. Steve Braswell, 36, one of the best pilots in the wing. He was a pilot in the wing. He was a pilot in the wing. He was a pilot in the wing.

The flight was a success. The author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky. The author was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.

### Two Planes Fly in One

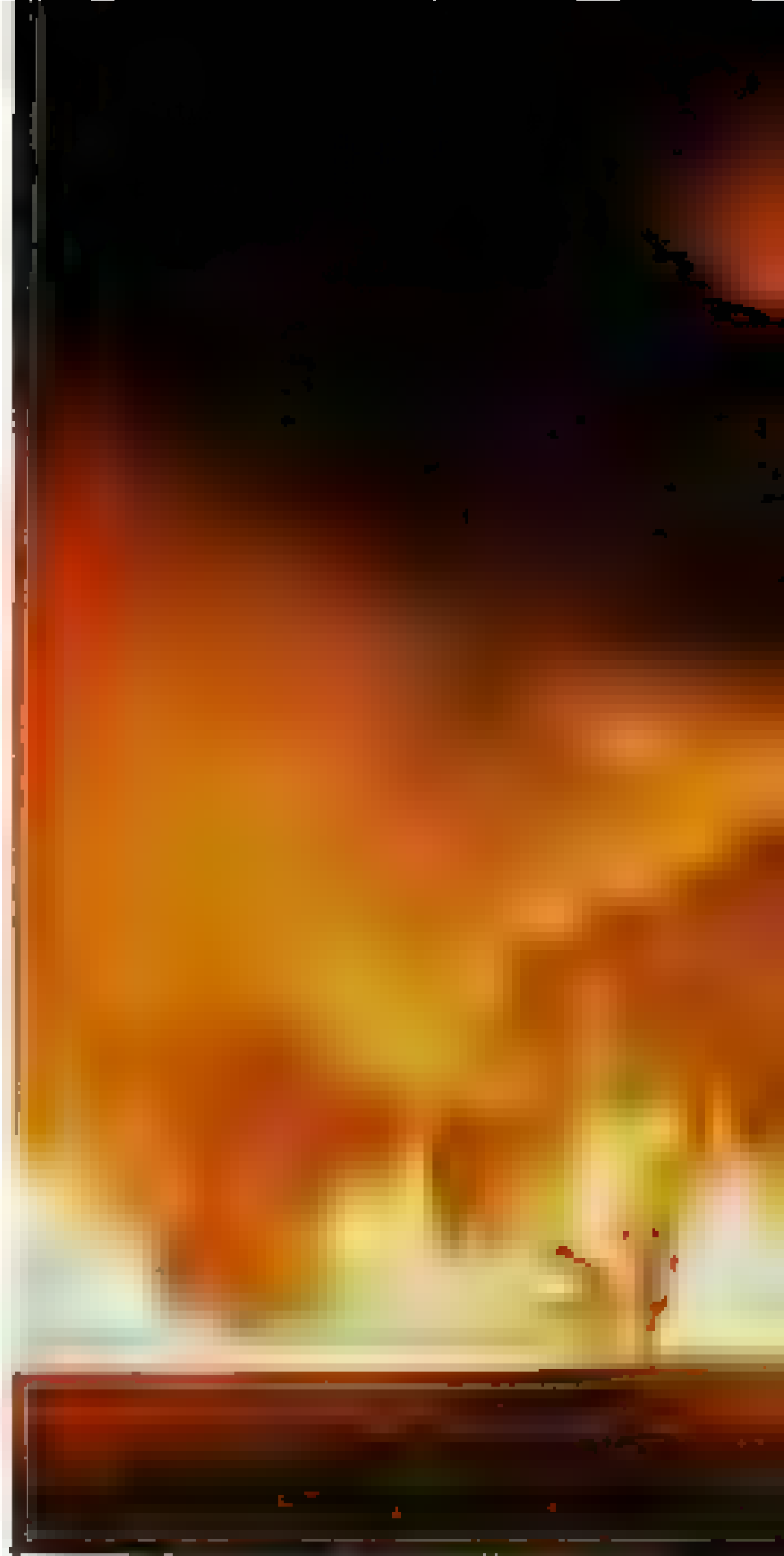
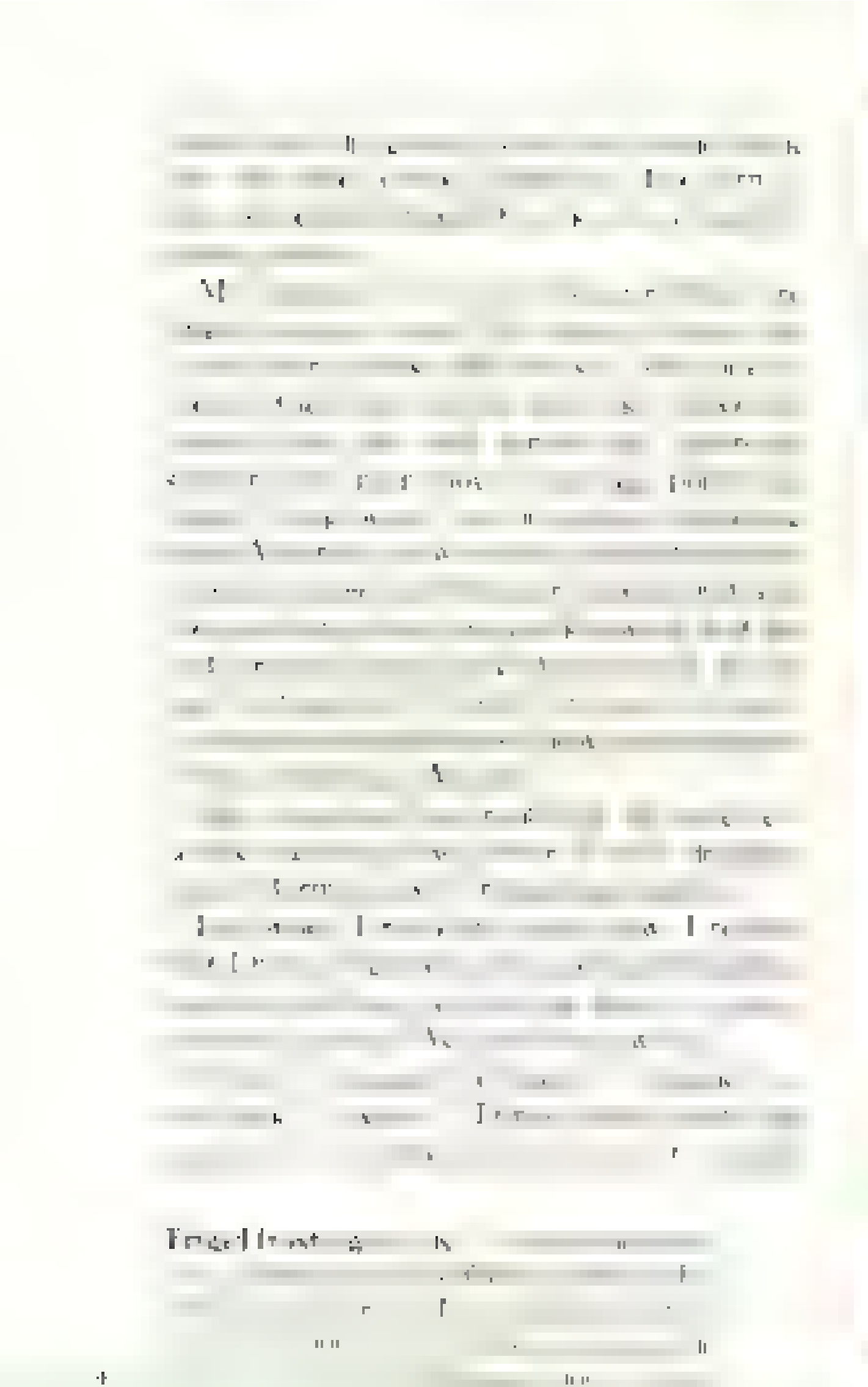
On the runway we took off, plane in formation, first to the right and slightly behind the command aircraft. Capt. W. M. Sullivan, the canopy commander, took over and looked with a sudden interest at our cockpit.

Reverse, looking at the cockpit. The author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.

Afterburners on. A 20-second burn, but from the tail of Sullivan's plane. Lead and a violent blast back up. I felt a kick in the seat from our own afterburners. I saw a red light. We were on. It was.

Unbelievably, our two planes moved in perfect concert, rising from the ground, rolling up landing gear and adding oil, afterburners at exactly the same moment. Our wings were no more than a few feet apart.

As the air cooled, the abruptly dropped the temperature of the warm, humid air. The author was in the cockpit of an F-4 Phantom. He was wearing a flight suit and a helmet. He was looking out of the cockpit. The aircraft was in flight, and the background was a cloudy sky.





THE NEW YORK TIMES, SATURDAY, JANUARY 10, 1942

NEW YORK, Jan. 10 (AP)—

THE NEW YORK TIMES, SATURDAY, JANUARY 10, 1942

THE NEW YORK TIMES, SATURDAY, JANUARY 10, 1942

## Amid Losses Comes a New Blast

THE NEW YORK TIMES, SATURDAY, JANUARY 10, 1942

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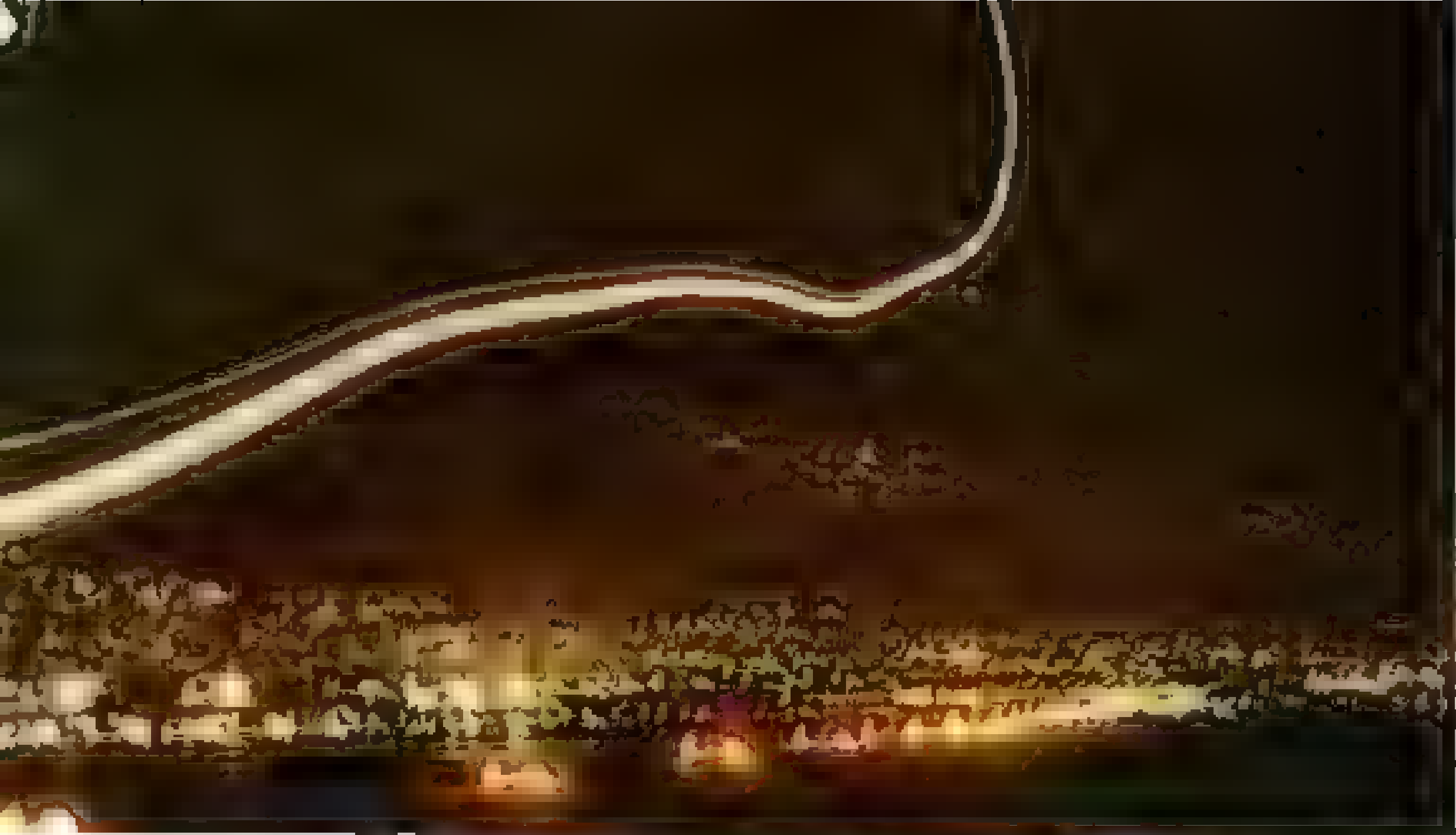
THE NEW YORK TIMES, SATURDAY, JANUARY 10, 1942



10156

10121

U.S. AIR FORCE  
FH-138



Entry into chamber

The first chamber is a large, dark, curved structure, possibly a tunnel or a large pipe, with a bright light source at the end, creating a strong lens flare effect.

Entry into chamber

The first chamber is a large, dark, curved structure, possibly a tunnel or a large pipe, with a bright light source at the end, creating a strong lens flare effect.



Entry into chamber

The first chamber is a large, dark, curved structure, possibly a tunnel or a large pipe, with a bright light source at the end, creating a strong lens flare effect.

er in Southeast Asia I saw marches  
and different items an inventory  
with more than 800 items at the  
Air Force Base in Texas I was the chairman

Logistics Command I saw large enough

Add to these I saw the Air  
Court and I saw  
the first pictures and maps of the moon  
by the nations, including maps of the moon  
The Continental Air Command, which super  
uses the Air Force Reserves at the Civil Air  
Parks. The Security Service, which is  
and in order to be able to  
is, troopers. And the theater command  
1. Air Force PAC Air Force Pacific  
Command in Central and South  
America, and the African Command

### MATS: The LORR Plane Airline

Not can you overlook this: that a  
of the Air Force transport, rescue  
and rescue

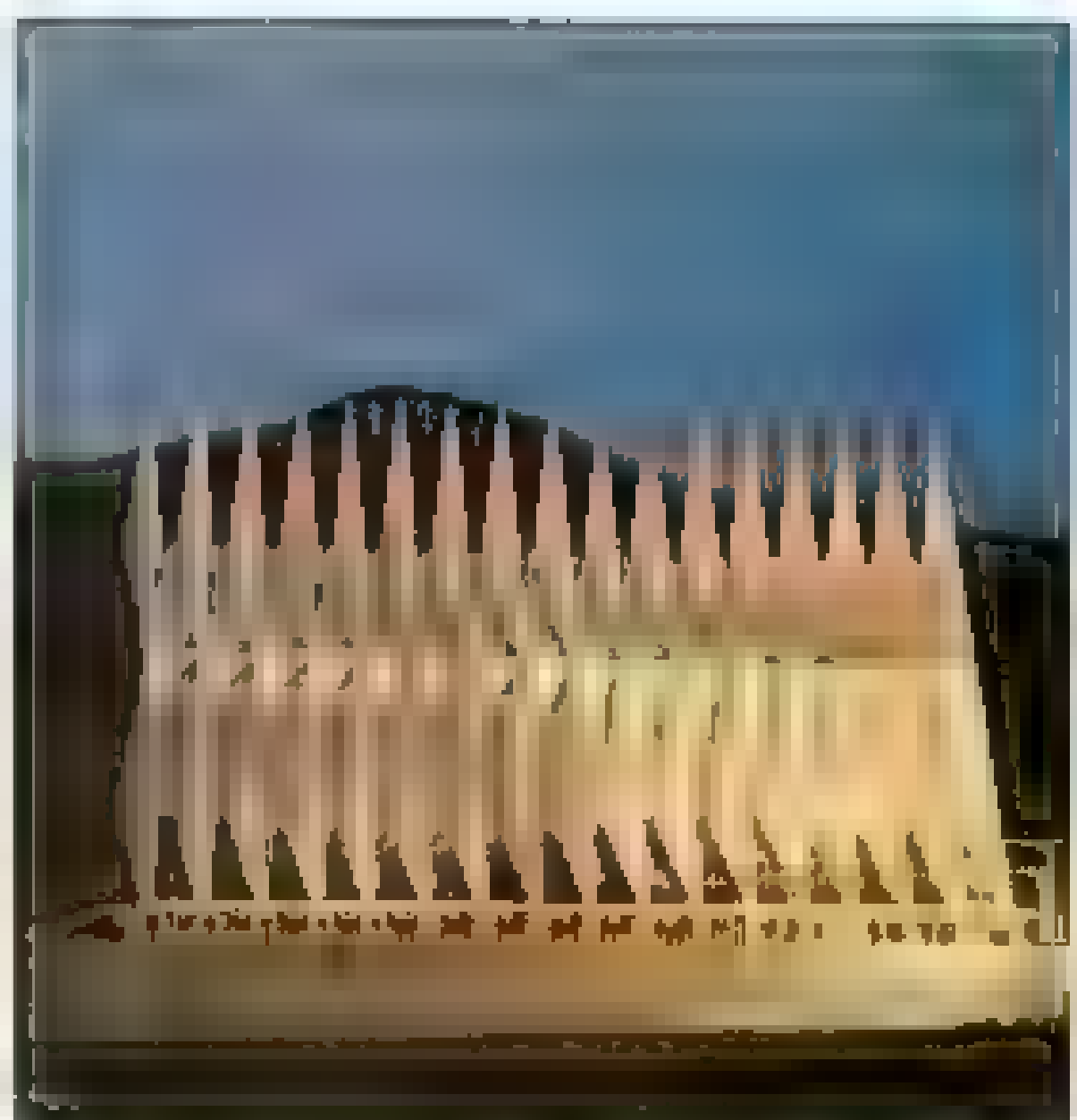
MATS (the Military Air Transport Service)  
is most of the military organization  
the world with 10,000 people in  
the United States and a lot of the  
ports I saw in a dark-colored car.

the I saw a  
of the military and the military.

MATS knows the the  
the I saw a lot of the military  
the air field in the Pacific. I saw the State  
Department with a rush air field in the  
Congo the biggest the is a scientific experi  
ment on an ice island near the North Pole near  
the air dropped. MATS was the one

"Old Shags" the Douglas C-124 Glob  
master is MATS' warehouse at the moment  
is the only way to be taken over by  
the C-124. After a long flight  
the H with MATS MATS command  
minutes in the air supply for  
I saw the new plane will save 800  
out flying

Repeatedly I saw that MATS specializes  
in the air field in evacuation, air res  
and weather forecasting. Every flight  
in a military plane was accompanied by  
weather forecasts for the MATS Air  
Weather Service. It was better than the old  
the forecasts are usually, besides this one



Golden, ornate, golden-colored structure, possibly a monument or a large piece of machinery, with many vertical spikes or columns. It is set against a dark background.

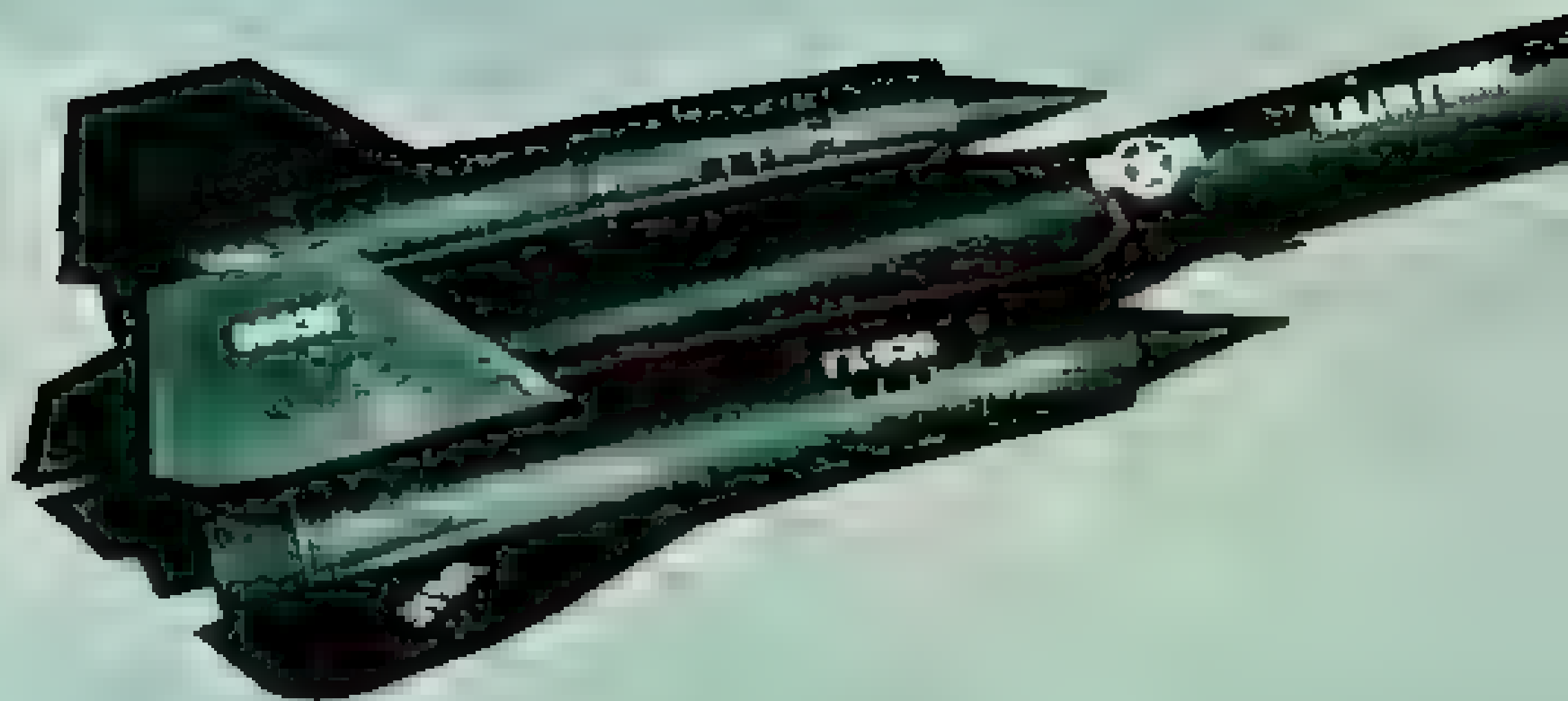
Soft floods of color form a new framed  
the color of the sky was a soft blue. The color  
could be a soft, tenderly a priest and a  
the other half. The

the color of the sky was a soft blue. The color  
could be a soft, tenderly a priest and a  
the other half. The









The aircraft is a B-2 Spirit, a stealth bomber developed by Northrop Grumman. It is shown in flight, banking to the right. The aircraft's unique shape, with its flat, angular surfaces, is designed to minimize radar cross-section. The image is a high-contrast, black and white photograph, highlighting the aircraft's silhouette against the sky.

The aircraft is a B-2 Spirit, a stealth bomber developed by Northrop Grumman. It is shown in flight, banking to the right. The aircraft's unique shape, with its flat, angular surfaces, is designed to minimize radar cross-section. The image is a high-contrast, black and white photograph, highlighting the aircraft's silhouette against the sky.

### USAF Scientists Trade Many Roles

The aircraft is a B-2 Spirit, a stealth bomber developed by Northrop Grumman. It is shown in flight, banking to the right. The aircraft's unique shape, with its flat, angular surfaces, is designed to minimize radar cross-section. The image is a high-contrast, black and white photograph, highlighting the aircraft's silhouette against the sky.



future (page 348). I learned that in the past four years Air Force scientists have jammed over 100 secret payloads into space.

I saw a machine that can translate 2,000 Russian words a day. I saw jet engines being tested in a huge rear-vented hangar at 40°F and in wind tunnels that blast with Mach 30 flames. I saw the world's fastest camera, firing at a rate of 100 million frames a second—and a fantastic new microwave radar system, called Haystack, that can track a 12-foot jet bomber a thousand miles away.

And I fired the world's smallest rocket motor, measuring half the size of a pencil eraser. It is strung on tapes like caps for a cap pistol, and each cap provides a tenth of a pound of thrust for the hundredth of a second—enough to nudge a spacecraft in flight.

The new look in aviation is reflected in the extensive work being done on V-STOL craft

those designed for vertical or short take-off and landing. One of the most promising is the LTV Jet-Ryan X-142, now being

flashed by a plane, the YF-12, is the world's speed record holder at over 3,000 mph and has a take-off record for a short flight of 300 feet. The SR-71, a new plane similar to the YF-12A, goes into operation next winter as a higher altitude reconnaissance craft.

flight-tested at Edwards. It takes its entire wing and propeller assembly upward to fly straight off the ground.

Major Gen. Irving L. Branch, commander at Edwards, told me that within another year he expects more than a fourth of the work done at Edwards to be the testing of V-STOL craft.

### Dedicated Men Ignore Hardships

Fantastic machines and spaces, powered rockets, the mysteries of space—all these make life in the Air Force sound glamorous and exciting indeed.

But are these rewards enough, I often wondered, to keep a man in the service? Do they balance the hardships and outright dangers? Do they make up for the rudeness of some men at which most civilians would recoil? Do they compensate the men in TAC who must be away from home all the year around? Or their wives who must stay behind wrestling alone with the problems of family and finances?

I sought answers to these questions whenever I went—often over coffee and cigarettes in conversation during long flights—visiting to the homes of Air Force families.

The answers do not come easily. Men of action are not always good of tongue and they are often embarrassed to talk of a triumph or dedication. But there is a pattern to the responses. Letta is better than most of us, Air Force men and wives understand the threat to the peace. They know, as General LeMay points out in his introduction, that the way to peace lies in strength, and they mean to maintain that strength.

One officer who gave up a very good job to come back to the Air Force spoke of the deep satisfaction in what he is now doing, of his sense of obligation to his country.

Another said "More than ever before in my life I feel I'm accomplishing something worthwhile. I may be a little foggy, but I'm turning a lot of big wheels down the line."

And an airman put it in the simplest of terms: "I feel like I'm promoting Uncle Sam."

You may call it what you will, but it adds up to patriotism. THE END

# The Alps

## MAN'S OWN MOUNTAINS

by RALPH GRAY

Photography by WALTER MEYERS / PDA ARTS

and to all the 44 of its children,

I had drunk a glass of pop, to say nothing of the cold churning one  
in this village set on a pedestal of ice.  
The morning after at night I am carried by this wind, the most  
furious. But when I was asked the name of the man I have  
just met with.





The ship is a large steamship, the POISSON, sailing on the water. The ship has a white hull with a dark stripe and a dark funnel. The name 'POISSON' is visible on the side. The ship is moving towards the right, leaving a wake behind it. In the background, there is a shoreline with trees and buildings.

### Mersin, Four Beams at Sea

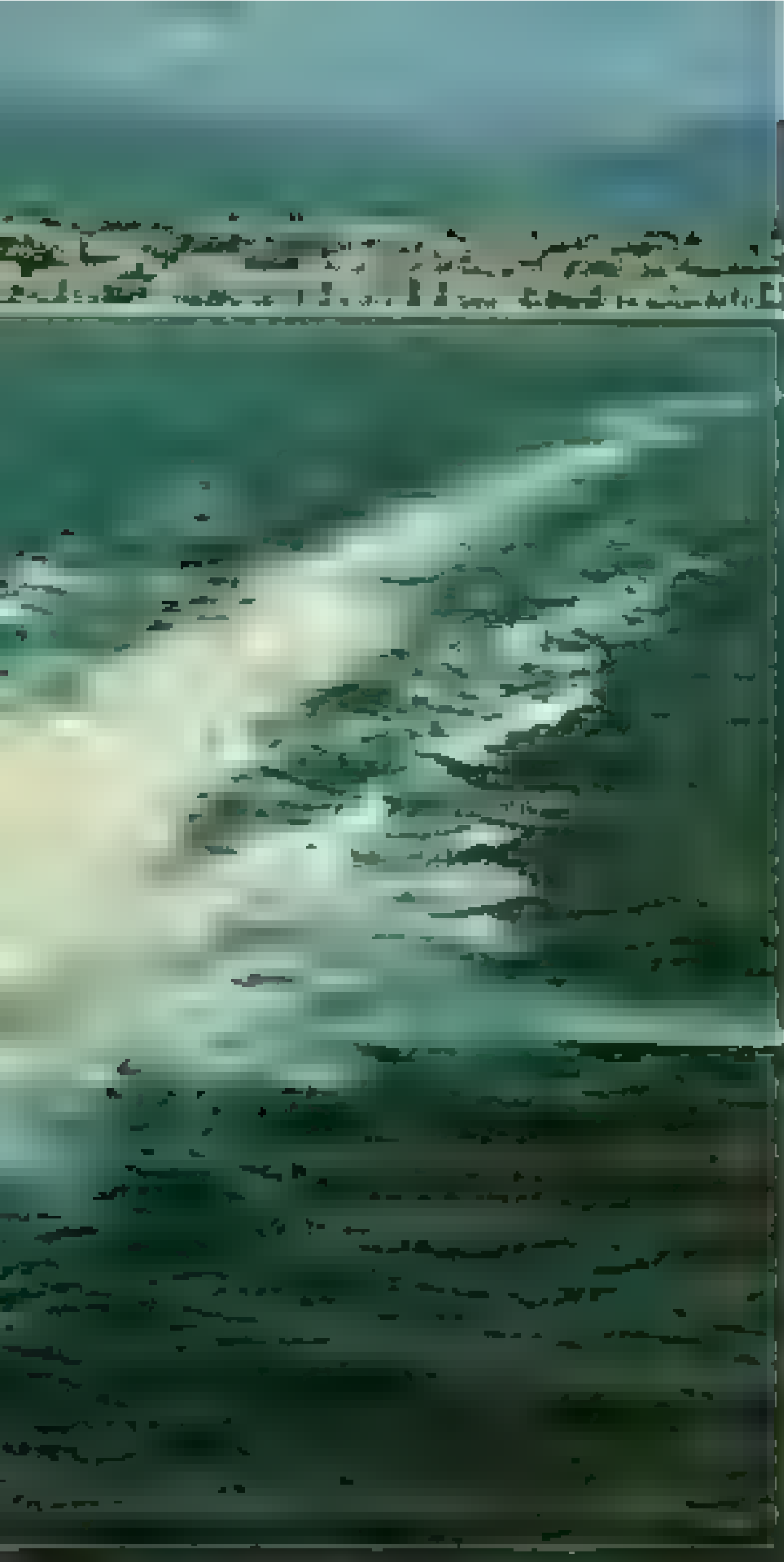
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### Switzerland, Austria, and Northern Italy

The ship is a large steamship, the POISSON, sailing on the water. The ship has a white hull with a dark stripe and a dark funnel. The name 'POISSON' is visible on the side. The ship is moving towards the right, leaving a wake behind it. In the background, there is a shoreline with trees and buildings.





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Handwritten text at the bottom of the left page.

Handwritten text on the right page, appearing as a list or series of notes.



...owed a ... 14 ...  
... and ...  
... their modest supplies ...  
... and harks a ...  
... For several days ...  
... on the move ...  
... were following our pleasant ...  
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... summer ...  
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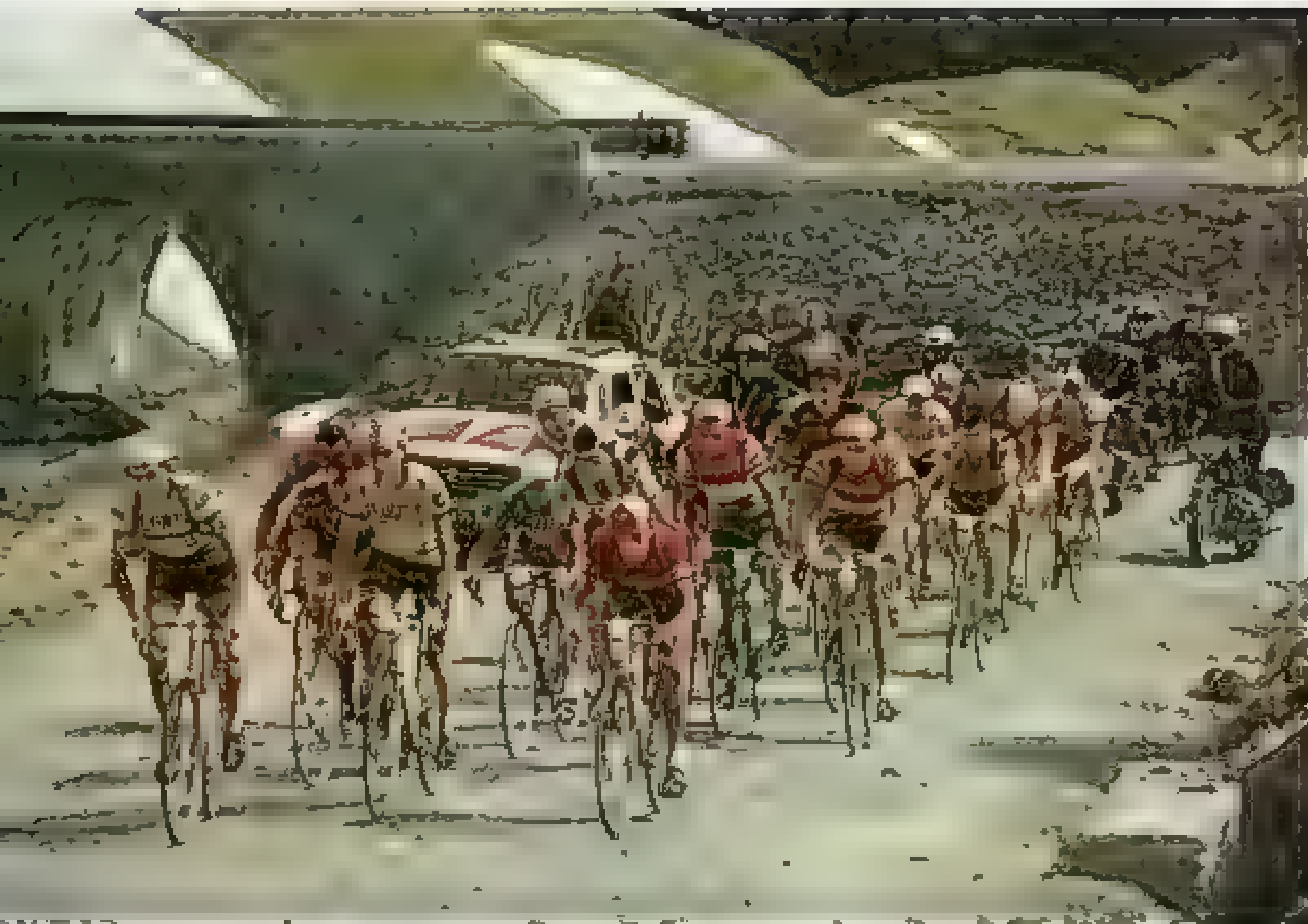
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... in the Italian side. We ...  
... nothing. French, Italian ...  
... all the ...  
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... gathered ...  
... winter ...

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# Plowing and planting.

1. The first thing I noticed when I stepped out of the tent was the smell of earth. It was a rich, dark, and slightly damp scent that filled the air. I had never smelled anything like it before. It was a smell that spoke of life, of growth, and of the hard work that was to come.

2. The sun was shining brightly, and the air was warm. I could feel the heat on my face and the warmth of the ground beneath my feet. It was a feeling of comfort and familiarity, like I had come home. I had heard so much about the life here, and now I was experiencing it firsthand.

3. The people around me were all smiling and looking at me with interest. They were all dressed in simple, practical clothing, and they all had a sense of purpose. I could tell that they were all working hard to build a better life for themselves and for their families.

4. The first thing I did was to go to the plowing. I had heard that it was a very important part of the life here, and I wanted to see it for myself. I was lucky to find a man who was willing to show me. He was a large, muscular man with a weathered face and a kind smile. He was wearing a red shirt and khaki pants, just like the others.

5. He showed me how to hold the plow and how to pull it. He was very patient and very thorough. He explained to me that the plow was used to turn over the soil, to break up the clumps, and to prepare the ground for planting. It was a very important job, and he took it very seriously.

6. After the plowing, we went to the planting. I had heard that it was a very important part of the life here, and I wanted to see it for myself. I was lucky to find a man who was willing to show me. He was a large, muscular man with a weathered face and a kind smile. He was wearing a red shirt and khaki pants, just like the others.

7. He showed me how to plant the seeds and how to cover them. He was very patient and very thorough. He explained to me that the seeds were planted in rows, and that they were covered with a layer of soil. It was a very important job, and he took it very seriously.

8. The day was long, but it was very rewarding. I had learned so much about the life here, and I was beginning to understand the hard work that was required to build a better life. I was looking forward to the next day, when I would be able to see the results of my work.



• *Chem means* meant both positive and negative

Early settlers and the no-nonsense Klamath ignored the peaks. These are attributed to a shasta myth, war uses both "am" and "up" to refer to the heights.

But the Romans left Oshmark. At La Farge, our Volkswagen Microbus climbed the road high above Monte Capota to the Temple of Augustus—called also the Temple of the Victory—erected in 1900. Here, across the Augustus crossed the Alps and, finally, he started to join as Caesar subjugated the Alpine tribes—40 of them—according to the graph.

Even in ruins, the temple, once lined with polioester resin, is 14 feet high. It is the only temple of this size and is the only one of its kind in the city of the Aztecs. Originally, a circular columnade supported a frieze of Aztec gods flanked by captives and the monument is 164 feet high.

And the highway—Washington and the Alpine region take this has become a highway through what I mean will be flowers into what I mean France and Germany.

## Hospital's Route Remains a Mystery

At Marbach, as we rode up and down the  
steeply forested Yocco as we pushed  
deeper and deeper into the Colman Alps. Here  
in the shadow of snow-capped Monte A  
Monte A, I spent a day and night trying to reach  
the Col de la Traversette. This pass through  
the high mountains, near the source of the Po  
River is believed by some historians to be the  
place where the Carthaginian general, Hanni  
bal, crossed the Alps with his elephants in  
218 B.C. about the first great Roman army.

We straggled up a grassy height after another hour of no matter how hard to climb. The view was as far away as

At [redacted] that we were on the right  
 side of [redacted] [redacted]  
 [redacted] said with a straight face

There are differing theories as to Hannibal's route. I thought it a comment on me. — Mark Twain — The researchers I mentioned previously have already thrown a couple of questions on the subject, and it is probable, if they continue, that we shall soon know nothing at all.

But we were earning more and more a unit the Ape. Though old as man's history, these moderns are young in our history. I found we were as far as 70 million years ago. Not long before that, the skyriming things—

almost falling on top of one another were  
 on a sea front. At the University  
 they told me I saw a

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

As time went on, pressure on the bones  
became more and more intense and  
cramped them upward, ammonites and all.  
Then earth's great forces re-arranged the  
southern-separation region on volcanic peaks  
and great rivers, icy lakes and green valleys  
in an area that has since gone to settle the  
subject travelers to the land today carrying  
evidence by the thousands of a world that  
has been gone. We were caught in the  
way to the woman Aps—C. I did learn that  
Cord, I saw it and finally I got it. I saw  
the 284 feet the highest. Above highway

## Having money fun in

...and it's not as if there are no other  
...L. Farmers harvest the steepest slopes  
...winter for months - at least by  
...winters in farms and sheds







## The Age We Own Mountains

[illegible][illegible]

For the first time

in the history of

the human race

it

Take the cottonwood, for example, and the fact  
that we found it in a single day. This was  
the first time it had been found in the  
circumstances of the Mont Blanc  
It then we came to the first of the  
we walked above a forest of we could be  
ing beneath us as we crept at

the first of the

of the day, we saw two men who  
were walking past us. They were  
the first of the day. They were  
the first of the day. They were  
the first of the day. They were

### Mark Twain Climbed the Easy Way

On the way down we saw rows of  
cattle, arranged as geometrically as you  
at parade rest. We walked another half

These cattle are arranged as if a cow

had been

found in the

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and telescope we shared a view for a few

Mark Twain and Tramp shared the

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### Cracks in Liberty Bell Not Real

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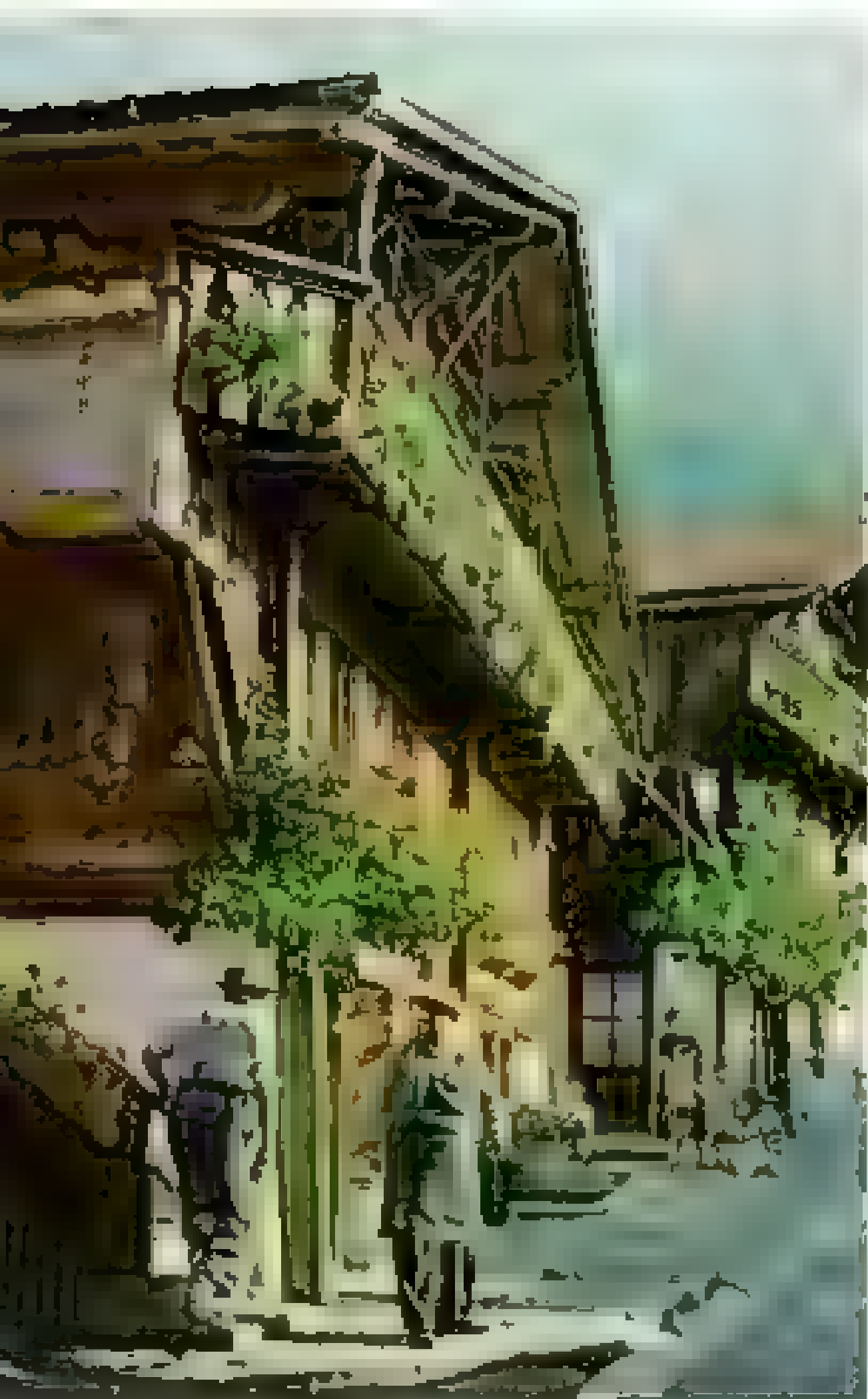
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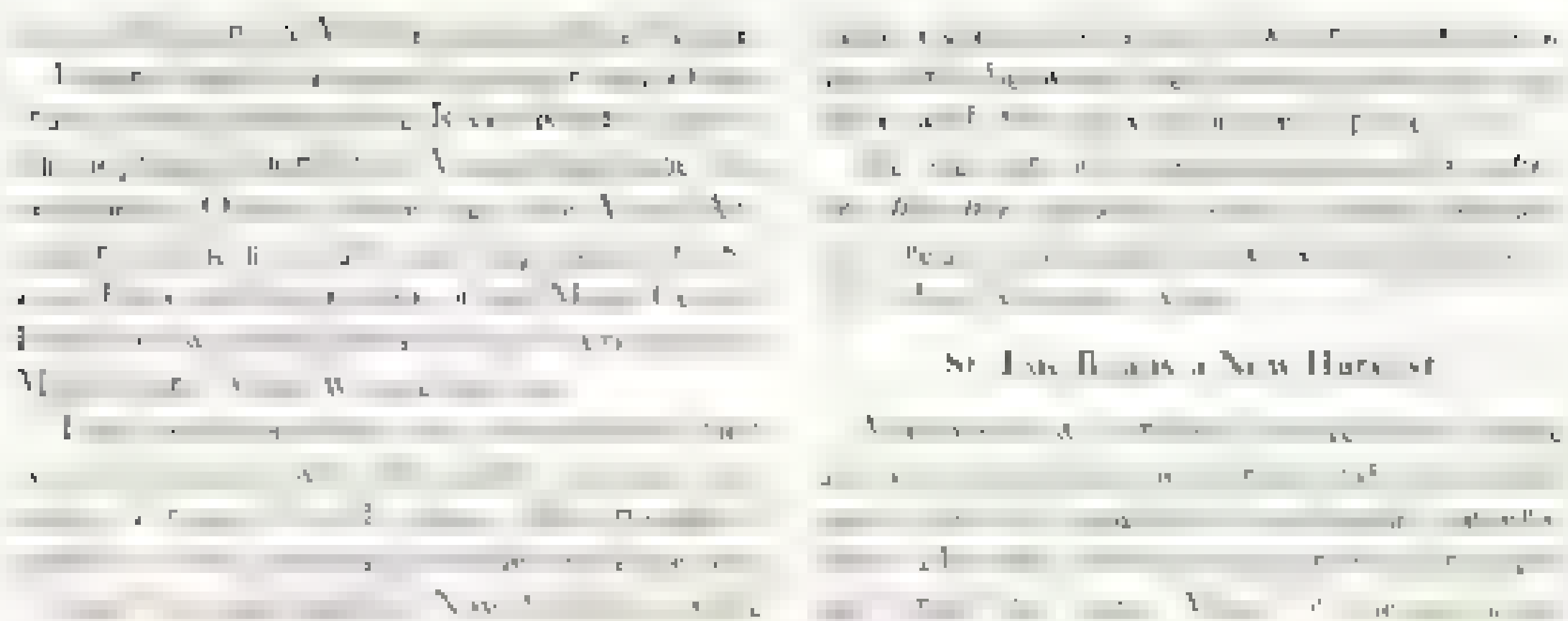
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### Pocket of the past: silent women, homes

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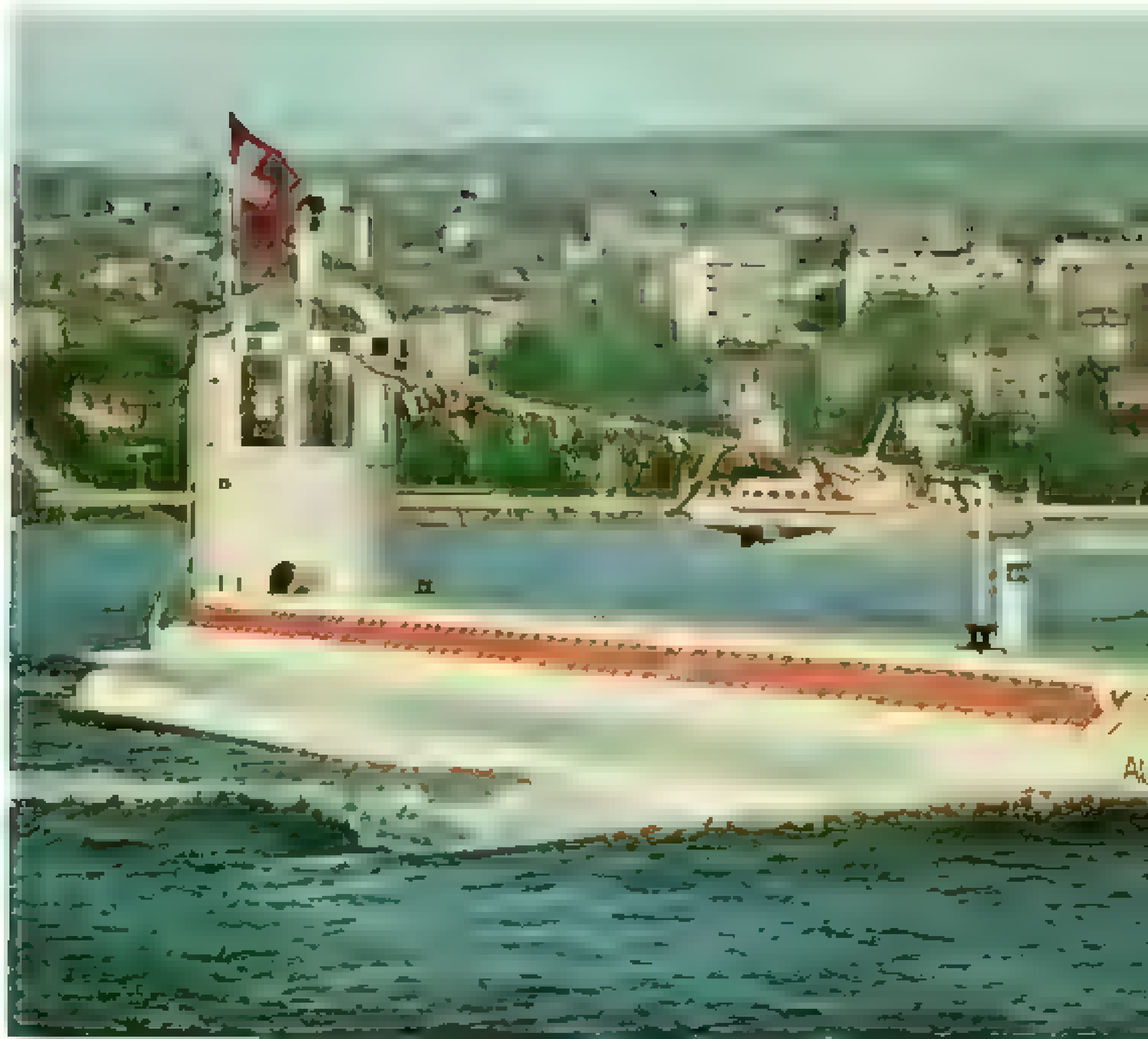












### Mountain Camels Flock to Zermatt

At 11,500 ft we found our car.

The car was a small, dark-colored sedan, and it was parked on a dirt road. The car was in good condition, and it was the only one of its kind in the area.

75

The car was a small, dark-colored sedan, and it was parked on a dirt road. The car was in good condition, and it was the only one of its kind in the area.

When we got to the car, we found it was a small, dark-colored sedan, and it was parked on a dirt road. The car was in good condition, and it was the only one of its kind in the area.

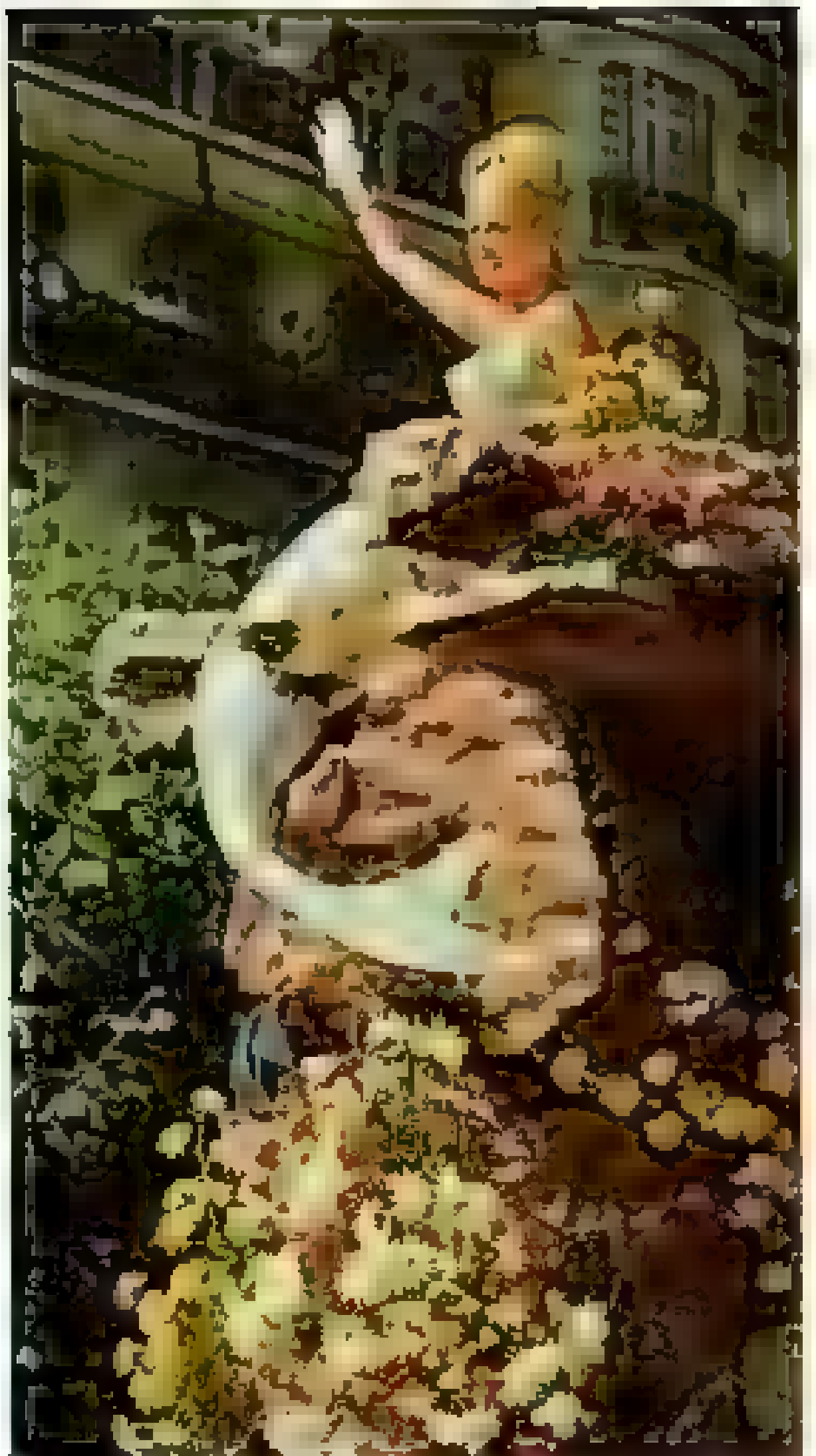
The car was a small, dark-colored sedan, and it was parked on a dirt road. The car was in good condition, and it was the only one of its kind in the area.

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In other years as many as 450 persons have called the Matterhorn in one day. There is a hard route, with a permanent foot bridge as a rough hard stretch.

Tratka is a proponent, someone said. "I am a 'Don't Climb'."

At the end of the day, Sunday, the climb was a "Don't Climb" a former guide told me.

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TV Meet Tag. I showed me scrapbook of his 125000 photos of the Matterhorn. Some photographs were taken in the kitchen. I was with him around the

I was with him around the

Once a storm came up. Snow on the mountain. A 65-year-old English lady. He

Yes. I cut it off so she

When we were in the

At the end of the day, Sunday, the climb was a "Don't Climb" a former guide told me.

At the end of the day, Sunday, the climb was a "Don't Climb" a former guide told me.

At the end of the day, Sunday, the climb was a "Don't Climb" a former guide told me.



We talked about Whittaker's work. I was a strangely mixed group: Whittaker, Jorgensen, Douglas and his exiles, the Peter Lindbergs, and I, the only one to come from

[illegible]

**THE**

[illegible]

Whisper and the Tangwachs were the last  
over an ice floe. Their feet were firmly

Dusk drops a entropy over 1 means a  
 war and the ending this last

not of Monte San Salvatore that I have  
 seen. I like the station with the garden.

water for two days, sprinkle the fish with

elipsoidal shape.







### Home Days & Evening Flight

The first of the day's work is done by the men of the village. They go out to the fields and the mountainside to the work of the day. The women stay at home and do the housework. The children go to school. The evening is spent in the home. The men come home and the women do the housework. The children go to bed. The day is over.

The second of the day's work is done by the women of the village. They go out to the fields and the mountainside to the work of the day. The men stay at home and do the housework. The children go to school. The evening is spent in the home. The women come home and the men do the housework. The children go to bed. The day is over.

The third of the day's work is done by the children of the village. They go out to the fields and the mountainside to the work of the day. The men and women stay at home and do the housework. The evening is spent in the home. The children come home and the men and women do the housework. The day is over.

The fourth of the day's work is done by the men of the village. They go out to the fields and the mountainside to the work of the day. The women stay at home and do the housework. The children go to school. The evening is spent in the home. The men come home and the women do the housework. The children go to bed. The day is over.



1. *Phragmites australis* (Cav.) Trin. ex Steud.

De la

1994 2.9 1.5



## The Alps: Man's Own Mountains

I am not a mountain climber.

We wanted to stay forever but the guide hurried us into the post. He turned down the engine and took us after a run of only a few yards. I looked down and saw two small black marks in the snow—tracks left by the car. Then the motor's rumbling

### Zermatt Bells Chime Quarter Hours

Now we flow along the Italian front of the mountains, where clouds were hanging up. We knew why Gerdner had hurried our take-off. Through a gray haze we glimpsed peaks and sky lines on the Plateau Rosa. A veiled-emerald Switzer and the Matterhorn was half hidden in gray mist.

Following so closely we once again straddled the border between France and Italy. In the hills and peaks I thought no automobiles at all were. Pedestrian bazars arise from other-powered cars. Horse-drawn carriages

A flock of goats, each wearing a bell, ranged under our window each dawn. The

families abated not the manufacture of a new winter seed for their country. The men on the relentless Swiss march with the land above to itself. A town was empowered from it. Here the Alps come together in a granite swirl that puts a swarming pass or two. A flood of vegetation which way you want.

We passed down into first and reached the valley. For the first time the Rhône glided over a bridge. I saw a man make his way through the electric air. A

Trail is set again in the Alps. A man made his way through the electric air. A trail is set again in the Alps. A man made his way through the electric air. A trail is set again in the Alps. A man made his way through the electric air.

### Free-filling backdrop for a Late Report Matchless Matterhorn Snags a Cloud

Along the Alps by railway, summer visit in

"The Alps by railway, summer visit in"

Along the Alps by railway, summer visit in

On the great steps of the Alps, the

On the great steps of the Alps, the

On the great steps of the Alps, the

On the great steps of the Alps, the



A pine snowbird, perched  
 and frozen, points out to the  
 other, a major peak sur-  
 reflow. Mr. Jones and his family  
 right to this (his) plateau. In  
 his 4-plane world of plane. An  
 other American who's tried to  
 go—four out of five. The snow-  
 bird is the one and pr  
 with the  
 as much as the  
 he is not  
 Eagle of the Alps

Helicopters rep are making a  
 improving climbers. But a  
 Alpine Club's (read that  
 e. Near the top, the  
 Alpine Club's (read that  
 e. Near the top, the



East of the mountain, a  
 stands at a steady 11,000 feet on a 2  
 the summit to the larger of the M  
 en. The road's from 4,400  
 took 14 years to build.

During a 10-minute stop at the Bergerwart  
 outlook within the tunnel, we gazed down the  
 the same North Face of the Eiger—the Clive  
 A, but perpendicular and formed of crum-  
 bly stone. Its incredible presence has saved  
 and sometimes killed the side of many  
 creeps since 1935, when its conquest was  
 first attempted.

It was at particularly of Tom Kurz, who  
 died of exhaustion in 1936 while dangling just  
 beyond help—now far above the very window.  
 The North Face has claimed 24 other brave  
 young men, but they keep coming. In 1963 a  
 Swiss guide, Michel Durbelax, made the first  
 solo ascent. Two others within 10 days  
 only, is before him died, and a third gave up.

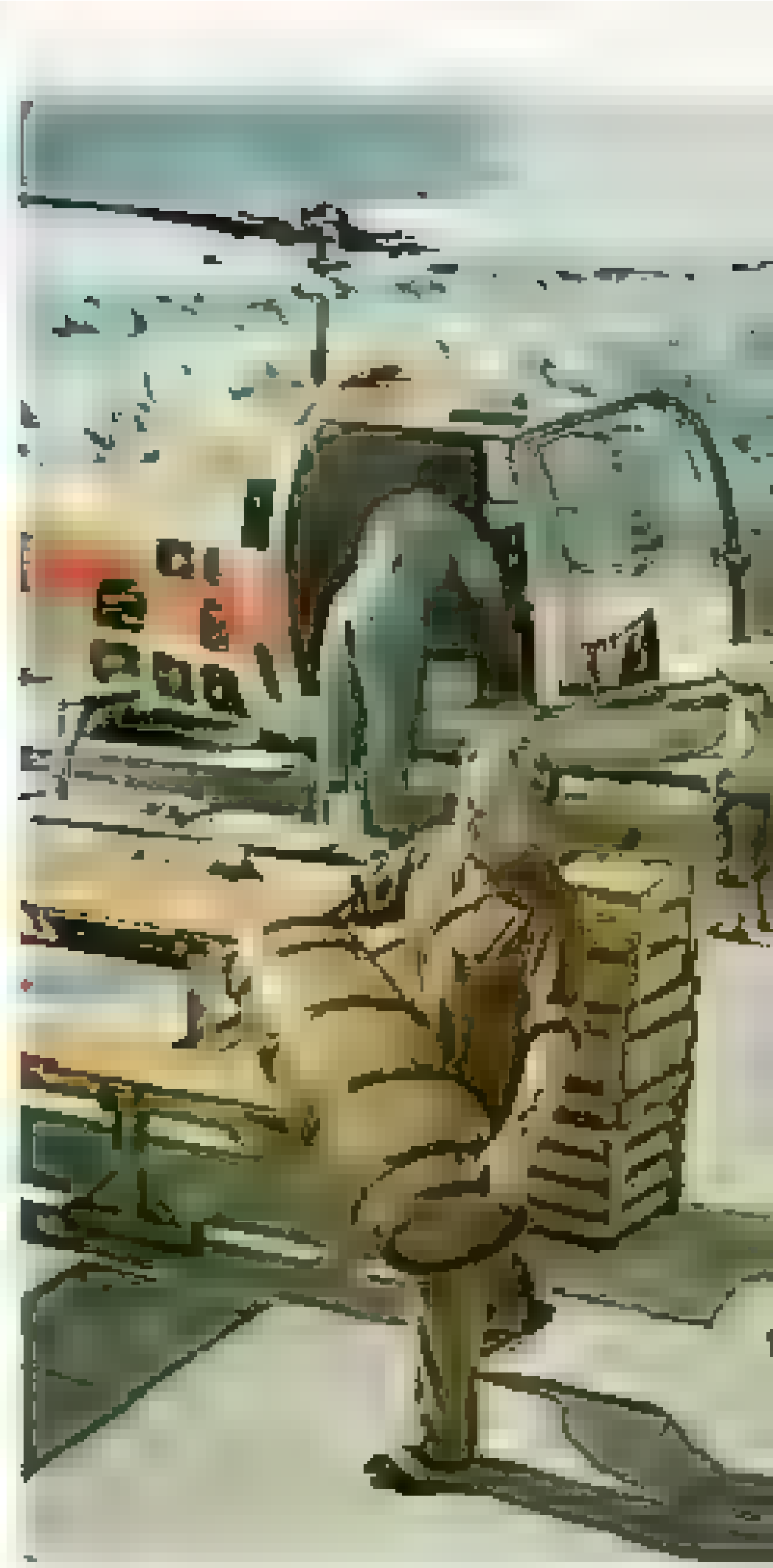
A 300-foot elevator ascent from Jar-  
 tranch brought us to a sudden glare from a  
 sea of clouds filled the valleys. To the  
 south, across the Jungfrau, northern end

of the Alps, a snow-capped mountain  
 loomed three times higher. It was  
 the Jungfrau. The summit rises of the con-  
 crete, yellow-billed, and  
 silent by the roar of a massive  
 rock of ice breaking loose from neighboring  
 Mount Muckhorn, trailing down the snow  
 slopes in a spectacular avalanche.

### Donna Vis to Her First Frost

My dream has been waiting for it. Take  
 on a private expedition from our head-  
 quarters in Interlaken, we drive to Grindel-  
 wand, where a chairlift carries us 3,700 feet  
 through the clouds to what seemed like a  
 green flying carpet in the sky.

We walked to the edge of the mountain  
 where clouds were swirling inward over the  
 snow and looked down. This was a first-  
 pronounced "first" in a high grassy field, a  
 spot that breaks off in a sudden excitement.  
 In a dense fog it seemed that one could see,  
 but it was of shock before hitting the first  
 A helicopter suddenly appeared, over the  
 mountain, as it was applying the



The first of these is the fact that the mountain range  
 is not a continuous range but is broken up by  
 deep valleys. The second is that the mountains are  
 not all of the same height. The third is that the  
 mountains are not all of the same shape. The fourth  
 is that the mountains are not all of the same  
 color. The fifth is that the mountains are not  
 all of the same texture. The sixth is that the  
 mountains are not all of the same size. The seventh  
 is that the mountains are not all of the same  
 location. The eighth is that the mountains are  
 not all of the same age. The ninth is that the  
 mountains are not all of the same composition.

Swiss people catch trains in the morning to go to work, and to the master of their solid masonry homes. The houses and white scrub oaks make the landscape very beautiful. The houses look like castles in an art gallery. Another language is spoken in the mountains. In Romansh, the fourth official Swiss language. German, French and Italian. Called the Romansh people. Roman Empire this new language. It is spoken by 50,000 Swiss, mostly in the

[illegible]

“I’ve heard an old Romanian poem that tells how we feel about our land,” said Theodor, coming from memory. “It’s called ‘D’Amor’.”

$$\begin{aligned} \mathcal{L} &= \mathcal{L}_1 + \mathcal{L}_2 + \mathcal{L}_3 + \mathcal{L}_4 + \mathcal{L}_5 + \mathcal{L}_6 + \mathcal{L}_7 + \mathcal{L}_8 + \mathcal{L}_9 + \mathcal{L}_{10} + \mathcal{L}_{11} + \mathcal{L}_{12} + \mathcal{L}_{13} + \mathcal{L}_{14} + \mathcal{L}_{15} + \mathcal{L}_{16} + \mathcal{L}_{17} + \mathcal{L}_{18} + \mathcal{L}_{19} + \mathcal{L}_{20} \\ &= \mathcal{L}_1 + \mathcal{L}_2 + \mathcal{L}_3 + \mathcal{L}_4 + \mathcal{L}_5 + \mathcal{L}_6 + \mathcal{L}_7 + \mathcal{L}_8 + \mathcal{L}_9 + \mathcal{L}_{10} + \mathcal{L}_{11} + \mathcal{L}_{12} + \mathcal{L}_{13} + \mathcal{L}_{14} + \mathcal{L}_{15} + \mathcal{L}_{16} + \mathcal{L}_{17} + \mathcal{L}_{18} + \mathcal{L}_{19} + \mathcal{L}_{20} \end{aligned}$$

1000, Apr 1 1955 Hampton, Virginia, U.S.A. (C. F. Smith)









44:101-102

1. 1994-1995. 2. 1996-1997. 3. 1998-1999. 4. 2000-2001. 5. 2002-2003. 6. 2004-2005. 7. 2006-2007. 8. 2008-2009. 9. 2010-2011. 10. 2012-2013. 11. 2014-2015. 12. 2016-2017. 13. 2018-2019. 14. 2020-2021. 15. 2022-2023. 16. 2024-2025. 17. 2026-2027. 18. 2028-2029. 19. 2030-2031. 20. 2032-2033. 21. 2034-2035. 22. 2036-2037. 23. 2038-2039. 24. 2040-2041. 25. 2042-2043. 26. 2044-2045. 27. 2046-2047. 28. 2048-2049. 29. 2050-2051. 30. 2052-2053. 31. 2054-2055. 32. 2056-2057. 33. 2058-2059. 34. 2060-2061. 35. 2062-2063. 36. 2064-2065. 37. 2066-2067. 38. 2068-2069. 39. 2070-2071. 40. 2072-2073. 41. 2074-2075. 42. 2076-2077. 43. 2078-2079. 44. 2080-2081. 45. 2082-2083. 46. 2084-2085. 47. 2086-2087. 48. 2088-2089. 49. 2090-2091. 50. 2092-2093. 51. 2094-2095. 52. 2096-2097. 53. 2098-2099. 54. 2100-2101. 55. 2102-2103. 56. 2104-2105. 57. 2106-2107. 58. 2108-2109. 59. 2110-2111. 60. 2112-2113. 61. 2114-2115. 62. 2116-2117. 63. 2118-2119. 64. 2120-2121. 65. 2122-2123. 66. 2124-2125. 67. 2126-2127. 68. 2128-2129. 69. 2130-2131. 70. 2132-2133. 71. 2134-2135. 72. 2136-2137. 73. 2138-2139. 74. 2140-2141. 75. 2142-2143. 76. 2144-2145. 77. 2146-2147. 78. 2148-2149. 79. 2150-2151. 80. 2152-2153. 81. 2154-2155. 82. 2156-2157. 83. 2158-2159. 84. 2160-2161. 85. 2162-2163. 86. 2164-2165. 87. 2166-2167. 88. 2168-2169. 89. 2170-2171. 90. 2172-2173. 91. 2174-2175. 92. 2176-2177. 93. 2178-2179. 94. 2180-2181. 95. 2182-2183. 96. 2184-2185. 97. 2186-2187. 98. 2188-2189. 99. 2190-2191. 100. 2192-2193. 101. 2194-2195. 102. 2196-2197. 103. 2198-2199. 104. 2200-2201. 105. 2202-2203. 106. 2204-2205. 107. 2206-2207. 108. 2208-2209. 109. 2210-2211. 110. 2212-2213. 111. 2214-2215. 112. 2216-2217. 113. 2218-2219. 114. 2220-2221. 115. 2222-2223. 116. 2224-2225. 117. 2226-2227. 118. 2228-2229. 119. 2230-2231. 120. 2232-2233. 121. 2234-2235. 122. 2236-2237. 123. 2238-2239. 124. 2240-2241. 125. 2242-2243. 126. 2244-2245. 127. 2246-2247. 128. 2248-2249. 129. 2250-2251. 130. 2252-2253. 131. 2254-2255. 132. 2256-2257. 133. 2258-2259. 134. 2260-2261. 135. 2262-2263. 136. 2264-2265. 137. 2266-2267. 138. 2268-2269. 139. 2270-2271. 140. 2272-2273. 141. 2274-2275. 142. 2276-2277. 143. 2278-2279. 144. 2280-2281. 145. 2282-2283. 146. 2284-2285. 147. 2286-2287. 148. 2288-2289. 149. 2290-2291. 150. 2292-2293. 151. 2294-2295. 152. 2296-2297. 153. 2298-2299. 154. 2300-2301. 155. 2302-2303. 156. 2304-2305. 157. 2306-2307. 158. 2308-2309. 159. 2310-2311. 160. 2312-2313. 161. 2314-2315. 162. 2316-2317. 163. 2318-2319. 164. 2320-2321. 165. 2322-2323. 166. 2324-2325. 167. 2326-2327. 168. 2328-2329. 169. 2330-2331. 170. 2332-2333. 171. 2334-2335. 172. 2336-2337. 173. 2338-2339. 174. 2340-2341. 175. 2342-2343. 176. 2344-2345. 177. 2346-2347. 178. 2348-2349. 179. 2350-2351. 180. 2352-2353. 181. 2354-2355. 182. 2356-2357. 183. 2358-2359. 184. 2360-2361. 185. 2362-2363. 186. 2364-2365. 187. 2366-2367. 188. 2368-2369. 189. 2370-2371. 190. 2372-2373. 191. 2374-2375. 192. 2376-2377. 193. 2378-2379. 194. 2380-2381. 195. 2382-2383. 196. 2384-2385. 197. 2386-2387. 198. 2388-2389. 199. 2390-2391. 200. 2392-2393. 201. 2394-2395. 202. 2396-2397. 203. 2398-2399. 204. 2400-2401. 205. 2402-2403. 206. 2404-2405. 207. 2406-2407. 208. 2408-2409. 209. 2410-2411. 210. 2412-2413. 211. 2414-2415. 212. 2416-2417. 213. 2418-2419. 214. 2420-2421. 215. 2422-2423. 216. 2424-2425. 217. 2426-2427. 218. 2428-2429. 219. 2430-2431. 220. 2432-2433. 221. 2434-2435. 222. 2436-2437. 223. 2438-2439. 224. 2440-2441. 225. 2442-2443. 226. 2444-2445. 227. 2446-2447. 228. 2448-2449. 229. 2450-2451. 230. 2452-2453. 231. 2454-2455. 232. 2456-2457. 233. 2458-2459. 234. 2460-2461. 235. 2462-2463. 236. 2464-2465. 237. 2466-2467. 238. 2468-2469. 239. 2470-2471. 240. 2472-2473. 241. 2474-2475. 242. 2476-2477. 243. 2478-2479. 244. 2480-2481. 245. 2482-2483. 246. 2484-2485. 247. 2486-2487. 248. 2488-2489. 249. 2490-2491. 250. 2492-2493. 251. 2494-2495. 252. 2496-2497. 253. 2498-2499. 254. 2500-2501. 255. 2502-2503. 256. 2504-2505. 257. 2506-2507. 258. 2508-2509. 259. 2510-2511. 260. 2512-2513. 261. 2514-2515. 262. 2516-2517. 263. 2518-



The first of these is the fact that the  
 government has been unable to  
 secure the necessary funds to  
 carry out its programme of  
 social and economic reform.  
 This has led to a situation in which  
 the government is unable to  
 meet its obligations to the  
 people, and is forced to  
 resort to measures which are  
 highly unpopular and which  
 have led to a loss of confidence  
 in the government. The second  
 factor is the fact that the  
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in Bavaria instead of the wild, romantic scenes of the Alpine passes, we find painted scenes—often religious. Under the painted and flowered balconies every morning and evening pass a herd of large-boned cows on the way to and from surrounding pastures.

"They don't care what color the traffic lights are," said Georg Hauser, president of the Tourist Proprietors' Association, as we pulled over to let the animals pass. "We call them the sacred cows of Garmisch. Not to be confused with the real cows, perhaps, but the beasts have the same right of way in the streets."

He proudly wanted to show my children the actual castles of Ludwig II of Bavaria. "They called Ludwig the Mad King," said Hauser, "but as to his castles, his castles bring the state of Bavaria more than 100 million marks a year."

Ludwig reigned from 1864 until his death in 1886. Although, he received few guests, his extravagant hideaways. He liked to sleep away the city, rising for breakfast in the evening. He would take on traffic-stuffed roads at 2 a.m., then have supper at dawn before retiring.

### Castles Reflect Builder's Genius

We visited two of Ludwig's castles, and came away convinced that some sort of genius mad or not was at work in the building of Neuschwanstein, near Schwangau, and Linderhof, closer to Garmisch.

Inspired with the wild, romantic operas of Richard Wagner, Ludwig started Neuschwanstein on a crag overlooking mirror-like Alpsee in 1869 (pages 382-3). He died before completing the grandiose structure.

The task requires determination—not so much because of the many floors, long corridors, and endless chambers, but because one becomes exhausted by the Teutonic turbulence of the paintings everywhere depicting the tales, loves, and murders of the Wagnerian, Tristan, and Parsifal sagas.

Linderhof is a jewel box compared to Neuschwanstein. In the style of the Field Triumphant comes the late Baroque flamboyance of France, and I was Ludwig's gold-plated retreat from the incursions of political 19th century that he despised. Built between 1864 and 1879, Linderhof today is one of Germany's most visited sites (opposite).

The thirst of Germany for mountains is only whetted by their own Alps, and these people spill into Austria in vast numbers. No nation does a better job of welcoming outsiders, in Austria, in spite of the language

Dedication of Louis XIV, Ludwig's hero, to build a bedroom room in Linderhof Castle, another of the Bavarian king's castles, reflects his taste, which Partenkirchen (real chateau) made in Vienna for the emperors. He built his castle in the style of Versailles, but Triumphant, the ruler-like Prince charming, made to Linderhof during winter in a golden room, decorated with chandeliers, a table, and 18 very heavy costumes.

Canal of spray keeps visitors alert in the garden of the Schloss Castle near Salzburg. The author "A Baroque water piece," the author calls it. He says it "was a long with its canal, towers and wet surprises." He later says he created in a long-term, built.



happier we made through so fast that I never  
knew the country as much for I went as for its  
\_\_\_\_\_ and character.

\_\_\_\_\_ the rare occasion in history, I think when I  
could travel faster. I walked a night along  
the rocky River Inn flowing steadily but swiftly  
between its narrow walls. I visualized the  
passing in Roman times, the building of the  
first bridge. Bauern—the 13th century  
and overland commerce flowing through here  
between Bavaria's strong fields and the  
wide valley of the Po River.

Our route now was eastward. Kitzbühel  
full of German visitors, gave way to the big  
country of Tyrol. Here the starry towns  
of Innsbruck, Mals, and Merano—  
reminiscent of old Austria—were  
the picturesque Samson \_\_\_\_\_.

The Samsonengasse are very "folk-ops-  
ac." Herr Dr. Werner Oetzel of the State  
Tourist Department had told us in Salzburg.  
No one knows now of their use, or what  
they really mean.

We arrived at Maria Theresia in time to  
supper, lower a giant chandelier in a huge  
hall from a balcony of the sky-lit \_\_\_\_\_  
\_\_\_\_\_ in the hall (page 388). The light  
enveloped the man and the figure above took  
\_\_\_\_\_ of its own. To me, "Samson" looks  
more like a Crusader or a conquistador than  
the Biblical character. He wears a \_\_\_\_\_  
\_\_\_\_\_ a sword, armor, and a helmet.

Two comely, barrel-shaped dwarf \_\_\_\_\_  
man and woman accompanied Samson. The  
red-vested village band led the way. In front  
of every inn Samson stopped and danced as  
the good player, and the proprietor came out  
with wine and beer. He \_\_\_\_\_ the skirts of  
each figure and gave drink to the men and \_\_\_\_\_.

### 'Knot-cola' Washes Down Jagerhorn

South of Innsbruck the \_\_\_\_\_ and rises toward a  
range of the Alps called the Niedere Tauern.  
and here, near Klessheim, we found the Peter  
Kroft family, one of Austria's most unsta-

ble and Mrs. Kroft, and the boys Max and  
Martin had \_\_\_\_\_ in the Italian Alps with two  
young bears named Bruno and Septa for  
six years while making scientific observa-  
tions on the animals' habits and physiolog-

Peter Kroft had \_\_\_\_\_ the bears when they  
were infants and brought them up and  
taught them to forage for themselves. But ever  
when freed to man, Bruno and Septa stayed  
with their foster parents. The cubs—without  
knowledge of a father—regarded both Dr.  
Kroft and his wife as their mother.

Bears, the Krofts learned, will always be

Chasing earthward, sometime \_\_\_\_\_  
\_\_\_\_\_ transporter prepares to land at Salzburg  
Lands Salzburg Airport in the Inn Valley  
\_\_\_\_\_ where warm southern winds \_\_\_\_\_  
\_\_\_\_\_ and \_\_\_\_\_ \_\_\_\_\_  
\_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_  
\_\_\_\_\_ the \_\_\_\_\_ Alps.

\_\_\_\_\_ in a powered plane, a \_\_\_\_\_  
\_\_\_\_\_ winged \_\_\_\_\_ \_\_\_\_\_ from a \_\_\_\_\_  
\_\_\_\_\_ Austria's \_\_\_\_\_ region. In the \_\_\_\_\_  
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\_\_\_\_\_ \_\_\_\_\_ get their \_\_\_\_\_ \_\_\_\_\_  
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1. The first part of the document discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses. It emphasizes the need for a systematic approach to record-keeping, such as using a ledger or accounting software, to ensure that all financial data is properly documented and organized.

2. The second part of the document focuses on the importance of regular financial review and analysis. It suggests that business owners should conduct a thorough review of their financial statements on a regular basis, typically monthly or quarterly, to identify trends, assess performance, and make informed decisions about the future of the business.

3. The third part of the document discusses the importance of budgeting and financial planning. It highlights the need for business owners to create a realistic budget that takes into account all expected income and expenses, and to regularly compare actual results against the budget to identify variances and adjust accordingly.

4. The fourth part of the document addresses the importance of maintaining accurate cash flow records. It explains that cash flow is a critical indicator of a business's financial health, and that business owners should closely monitor their cash inflows and outflows to ensure that they have sufficient funds to cover their operating expenses and meet their financial obligations.

5. The fifth part of the document discusses the importance of seeking professional advice and assistance. It suggests that business owners should consult with a qualified accountant or financial advisor to ensure that they are following best practices for financial management and to receive guidance on complex financial issues.

6. The sixth part of the document concludes by emphasizing the overall importance of financial management for the success of a business. It states that by implementing the principles and practices discussed in the document, business owners can gain a better understanding of their financial situation, make more informed decisions, and ultimately achieve their business goals.

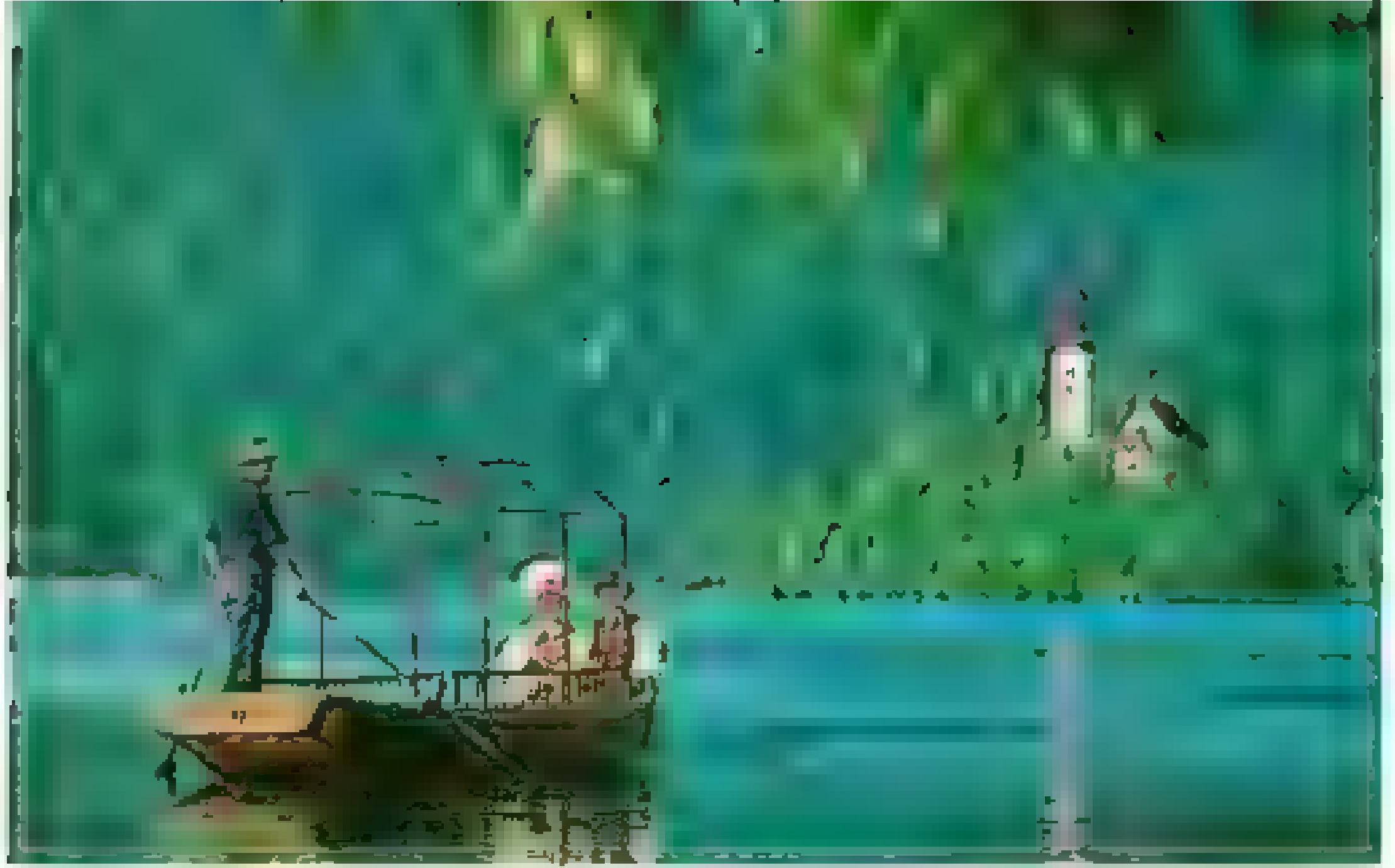


Sketch the building with a  
few lines. Write the name of the  
building in the space below.  
The building is a school.  
The building is a school.  
The building is a school.

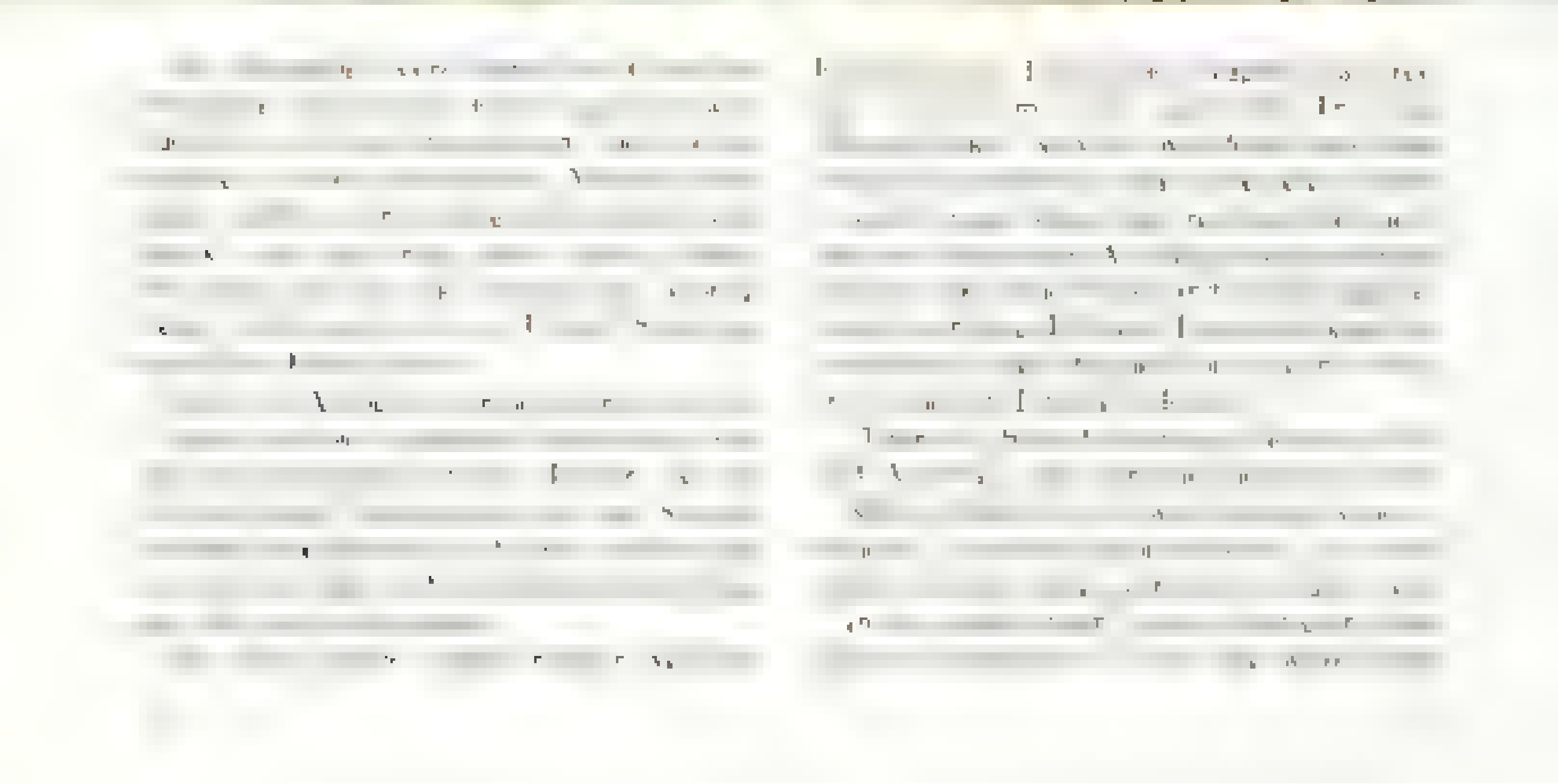
Write the name of the  
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The building is a school.  
The building is a school.  
The building is a school.



Write the name of the  
building in the space below.  
The building is a school.  
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The building is a school.











of duty or ownership of this beautiful natural resource. Here the golden eagle nests in the nest.

the woodcock blend with the ground cover. Who knows? Perhaps the Alps are a lot like them.

The deserved thanks for your help  
rest us among you all. In stone to read.

As we drove to Bolzano, I looked in a  
valley. Bolzano residents  
stand at their curbs known as in the Austro-  
Most of Italy's front no. At 7 Adige Re-  
- was in Austria's Tyrol before World War  
and many inhabitants - I spent German

Every day we bought picnic supplies and arched at some sweeping viewpoints. A few days later we bought a rifle at the fifth

## Snow-dusted Dolomites 100% L

no thanks to the fact that the "new" version of the program, known as "New Agenda," is not yet available. But the program is not yet available because the program is not yet available.

Ups and south to Brenta Massif, both covered with glaciers and dusted with falling snow.

The snow has hit you day before yesterday in the Iditarod was the last one "coming" declared a local preacher. "This is the first one of fall."

the Italian Lakes, a retreat from the war-torn world since Roman days. We drove along the west shore of Lake Como at dusk while the lights of the city and villages came alive as in a fairyland.

## First Look at an Alpine Vineyard

In the Valle d'Aosta, Italy's French-speaking corner, the Mitterrand was eating us out for one last lunch, and we took a side road to Cervinashorn, the Italian name. No one had climbed it since snow had fallen six before. The snow was not what we were looking for, the view.

He said that he had been in charge of the two big excavators at Chernobyl. It was he, he said, who led the construction crew that had built the catwalk for the Agorledu Mid-Rear Channel.

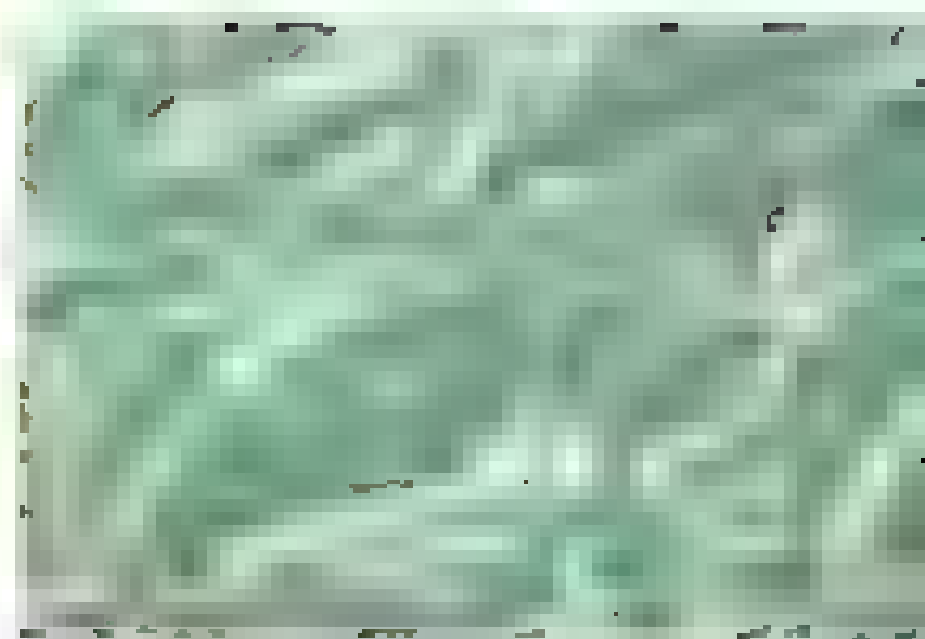
[illegible]

... on the Valtourina... mountains. Here the shining sun beckoned  
... along a trail to a new-cut meadow where  
... grass flowers and elemental earth

We spread a picnic blanket, then lay out our blankets and watched the fleecy clouds send us nearby snow-topped heights. But only two were covered in the snow I searched for with a microscope. Sure enough, a couple of them were just about to reach the surface as we

It was the moment to take care of the A  
... where men and a girl

1. **Product Name:** [Product Name] is the Active Ingredient.



**New Journal for Kids!** *Journal for Kids* is a new journal for kids, featuring stories, poems, and drawings by children. It's a great way for kids to express their creativity and share their thoughts with others. *Journal for Kids* is published by the National Association of Public Schools and is available in both print and digital formats. It's a great resource for teachers and parents looking for creative writing prompts and ideas for their students.

## Europe's

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1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

2. The second step is to gather relevant information and data. This can involve research, consultation with experts, or collecting data from various sources.

3. The third step is to analyze the information and data. This involves identifying patterns, trends, and relationships that can help to answer the question or solve the problem.

4. The fourth step is to develop a solution or answer. This involves applying the information and data to the problem and developing a plan of action.

5. The fifth step is to implement the solution or answer. This involves putting the plan into action and monitoring the results.

6. The sixth step is to evaluate the results. This involves assessing the effectiveness of the solution and identifying any areas for improvement.

7. The seventh step is to communicate the results. This involves sharing the findings with the relevant stakeholders and providing recommendations for future action.

8. The eighth step is to review the process. This involves reflecting on the entire process and identifying any lessons learned that can be applied to future tasks.

9. The ninth step is to document the results. This involves creating a record of the findings and the process used to reach the conclusions.

10. The tenth step is to disseminate the results. This involves making the findings available to the wider community and promoting their use.

Journal of Management Inquiry 22(1) 3-14

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# Safe Landing on Sable

## Isle of 500 Shipwrecks

BY MELVILLE BELL GROSSVENOR  
LL.D., SC.D.

President and Editor, National Geographic Society

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Heaving the tent, Kim tried vainly to shove up "1 foot, 25 feet!" Creeping through thick fog of late May that has first anchored on a 10-foot canvas at Weston boats of the 1000, he gets no answer.

10

In pleased astonishment, M. and Mrs. Norton of native New York at the author near May station. Word of the coming of Hattie M. sent from the sea, and having to reach the boat, M. well though she was seeing it was. Crewing George Beck of the launch stands at right



comes out from the island's tip. For days we had been plotting a course well clear. Still Cal wondered what the currents would do in this pea soup.

No words yet from Salie's radio beacon. Vandy Cal tried for a shot of an eye as we ran with a submarine sextant. "Only the fog would let for a moment," he complained. With no true horizon, he couldn't observe the sun's altitude and find our true position.

But the fog grew thicker. Moving at 5 knots, we stopped for 10 minutes. "No wind," said Cal but, cold, manure, and a crowd of swordfish abound in these waters.

Cal turned up I waited for any slight break in the fog. When it came, he raised his sextant, made a quick sun shot, then dashed he now to compute his position. A moment later he called us, "Wow! We're way off course—how long dead on the western shoals? I can't believe it. The sun must be false."

To be safe, he quickly figured. Then ordered a swimmer, my son Alec, to check Salie's stream currents. Had apparently set us miles to the east.

"Let's skip these places if standing on Salie,"

Unusual leufs and junks and on Sable. The skipper recalled how Paterson Islanders once had surf-riding for live big waves. They rowed for the beach on a "smooth," sixty-six years old or his grand father landed here in a large surfboat used to bring cargo through breakers. Sable Reef is no more today. *White Mist* rides at anchor on 20 feet of water—steward offshore. Seether, 1200 tons at stern, Crossing 1000. American barge at masthead for her Canadian flag and radio reflector at the stern.

Yet time to "It" cost us an extra six— even if we're lucky.

Yet a United States Navy test pilot and *White Mist's* sailing master understood the hazards. He remembered what the Canadian friends had to say. "There's a constant surf on the beaches—and no harbor whatever," they admonished. "No small boat should approach or land on Sable. Only in mid-Jul. for a three-week period is the weather calm and surfless." "The weather is calm and surfless on beaches. Even then it's— and there's almost constant fog."

This was a foggy July 13. Would we get a break? If we did, I was determined to try.

By mid-day we were close enough to Sable's radio beacon to receive accurate bearings. When it proved we had sailed 40 miles farther west than necessary.

Old suspicion about the skipper I was confirmed. Mist had made the horizon false.

"It's easy to see how early navigators wrecked their ships here. Suppose our error had been the other way, and we had changed course eastward toward Sable's shores." I continued. "Electronics makes my job easier and safer."

### Shifting Shoals Make Charts Treacherous

During the night we steered a round course around the western shoals to the north of Sable, watching our fathometer at the wheel. In well-charted waters we could have followed our track by the peaks and valleys of the ocean floor. But Sable's shoals shift constantly and charts are unreliable. Our Sailing Instructor told us the sandy traps form in waves—unpredictable and undulating.

*White Mist* altered course at 1:50 a.m. to run down on Sable radio beacon, bearing 105°. We were sure how well our fathometer was working, for it registered "no bottom." Time and again we hove to and checked with the old fathometer and line. No bottom.

Following the beacon at 4½ knots, we picked

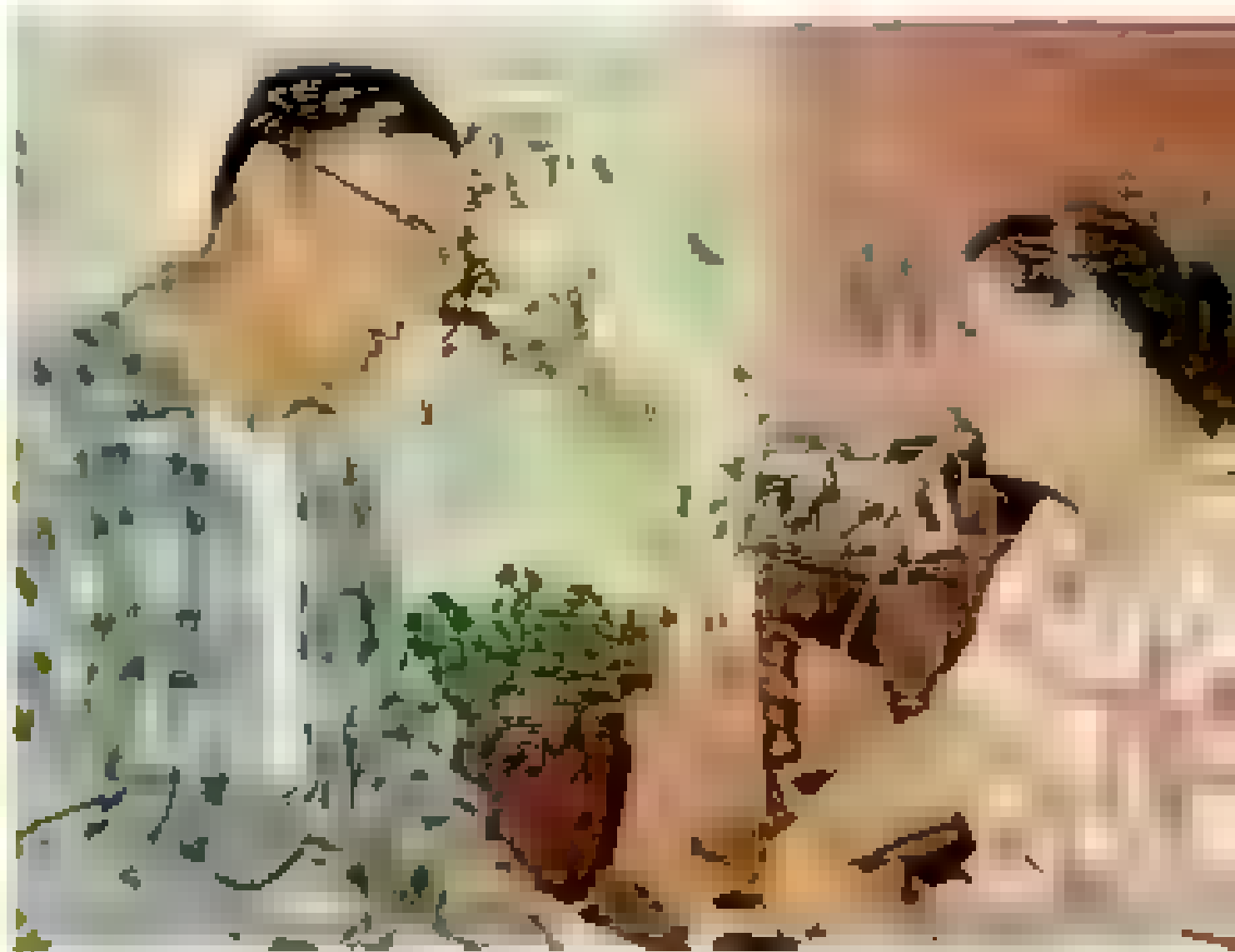




## Safe Landing on Saol

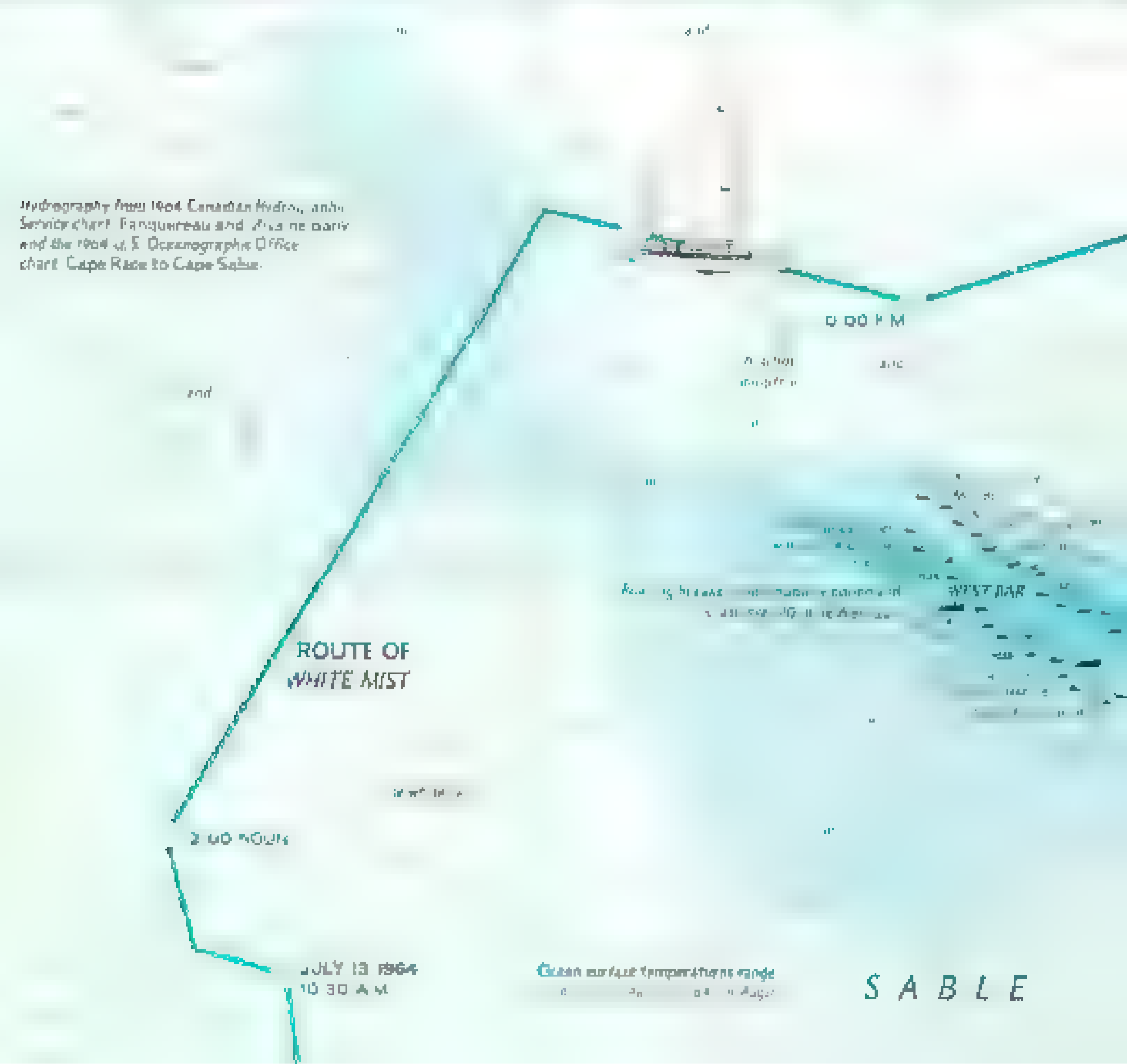
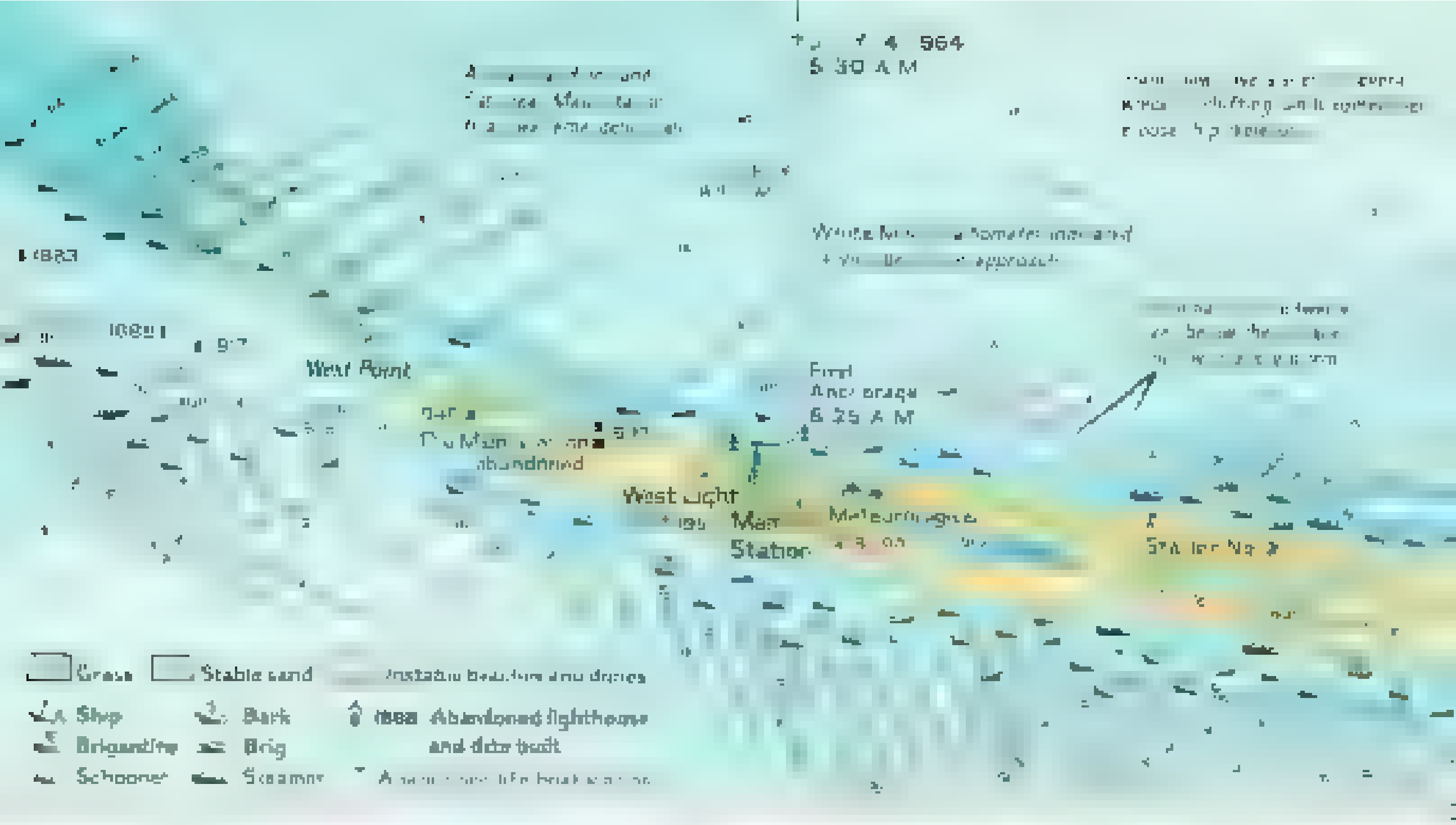
When the ship landed on the beach, the crew was met by a group of natives. The natives were friendly and showed the crew to a small hut. The crew stayed in the hut for a few days. The natives showed the crew many things that they had made. The crew was very interested in the things that the natives had made. The natives showed the crew many things that they had made. The crew was very interested in the things that the natives had made. The natives showed the crew many things that they had made. The crew was very interested in the things that the natives had made.

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And in a new found country, New  
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Wind whipped across the land, and the crew was very interested in the things that the natives had made. The natives showed the crew many things that they had made. The crew was very interested in the things that the natives had made. The natives showed the crew many things that they had made. The crew was very interested in the things that the natives had made.



on maps, The Mariners Museum, Newport, Rhode  
Island, and The Maritime Museum, Halifax  
Nova Scotia.

TM. Land features interpreted from 1932 and 1964  
Royal Canadian Air Force photography

Dacca Lambda Station provides

navigation and communication  
services for the area.

East Light

East Light

# SABLE ISLAND

## Graveyard of the Atlantic

Known wrecks since 1800

THE  
GULLY

Soundings in fathoms

5 30 AM

Point  
Baptiste

West Point

East Point

AST BAR

AREA ENLARGED ABOVE

ISLAND BANK



## A black and white photograph showing the upper portion of a ship's mast and its complex rigging. Several vertical masts are visible, with numerous horizontal and diagonal stays and ropes crisscrossing between them. The structure is made of dark wood. The background is a bright, overcast sky. The bottom of the image is dark and indistinct, likely representing the ship's deck or hull.

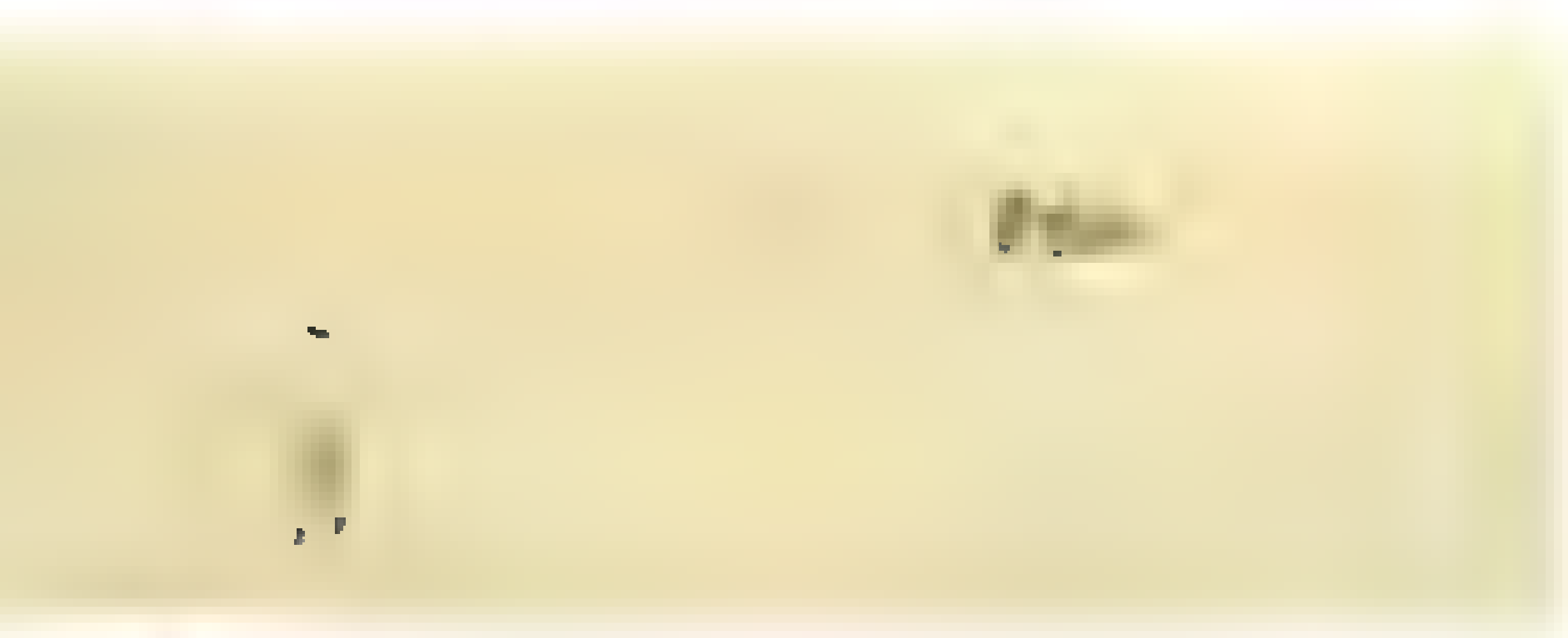
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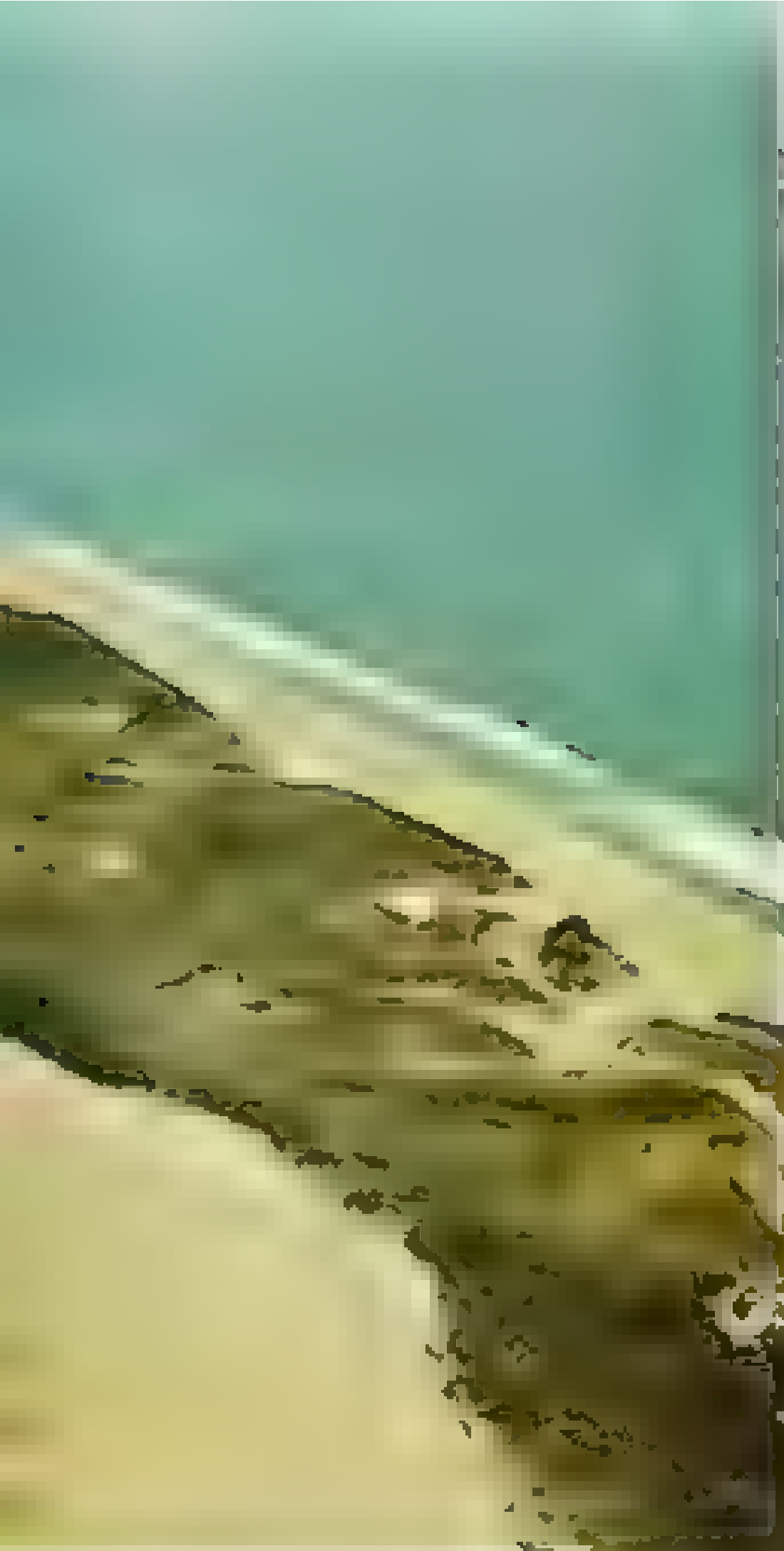






Project Name	Location	Area (sq. ft.)	Volume (cu. yd.)	Weight (tons)
Project A	Site 1	10,000	1,000	100
Project B	Site 2	20,000	2,000	200
Project C	Site 3	30,000	3,000	300
Project D	Site 4	40,000	4,000	400
Project E	Site 5	50,000	5,000	500
Project F	Site 6	60,000	6,000	600
Project G	Site 7	70,000	7,000	700
Project H	Site 8	80,000	8,000	800
Project I	Site 9	90,000	9,000	900
Project J	Site 10	100,000	10,000	1,000





Maybe we should let our way down toward the right house" suggested A.

Following the rocky shore, we motored slowly across the beach, with the constant sound of the water. There was deep sand where we first anchored.

As we did it in the great sand we'll have a chance at those "We'll try a landing here."

As we moved on, the water was deep and the sand was soft.

Increasingly the seas were changing swiftly. So I turned the boat around and went back to the beach. I was standing with a board aboard the boat. From the water, I saw what could happen.

As we moved on, the water was deep and the sand was soft. The boat was moving slowly, and the water was deep. The sand was soft, and the water was deep. The boat was moving slowly, and the water was deep. The sand was soft, and the water was deep.

#### Abandoned Island for Great Ghosts

Calm as the water seemed, the swells were more than enough for our six-foot pram. But the boat was checked up at to shore. Though a wave was peaking on the first trip—the water was deep.

The water was deep, and the sand was soft. The boat was moving slowly, and the water was deep. The sand was soft, and the water was deep. The boat was moving slowly, and the water was deep. The sand was soft, and the water was deep.



big swell & then row like Old Mary for shore. We took the same tack & and I stepped ashore almost dry shod (page 403)

I saw no one, heard no sound except the roar of Atlantic swells breaking on West. Bar wasps of fog still clung to bed lines like catenations. The panorama was as cold as the ghost stories that haunt this place.

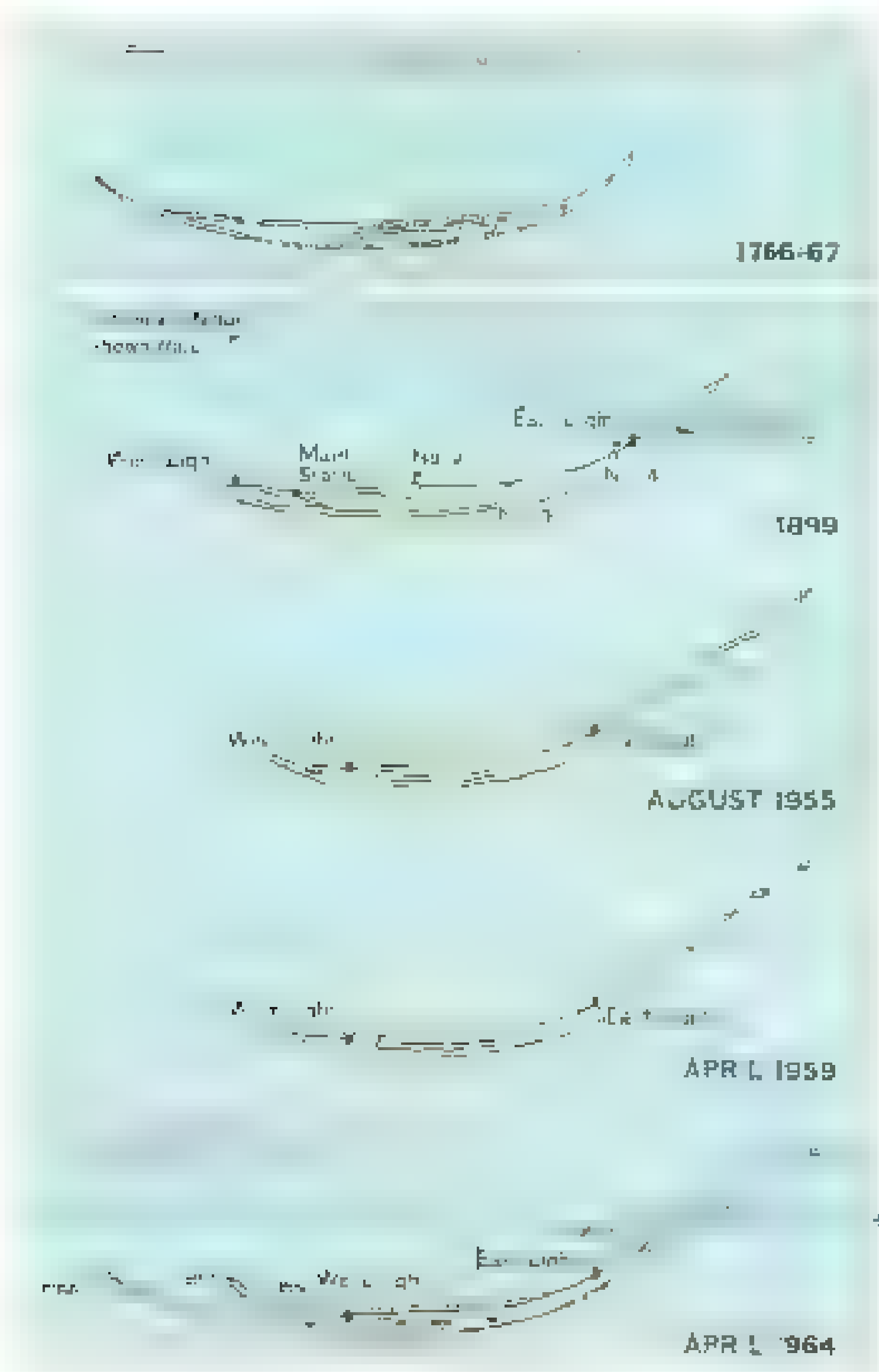
Curiously I let eyes upon us, looking up

The woman lifted her poke bonnet and greeted us. I waved. The bonnet bobbed down, and she resumed her work.

"I'm sure she saw us," (I said, no voice out of a I sure

Again she looked up, then quickly down. Without warning to, I thought of pirates and seapowerers who once had lived here.

I walked toward the woman, holding out



Creeping crescent of Sable sh to slowly eastward. Can amping-jump wave and current set of a cornered by violent storms, grooves away the western tip and makes a enormous dent in at the island's opposite end.

From the year J. B. W. Dea

top to the visit of Alexander

is washing away all over" wrote Superintendent of Fisheries, Hingham in 1914 "that it is now very near the house"

He had expected vital life-saving station and observed that West Light stood well inland & succumbed to the encroachment of bushes in 1917. As meteoric approach, Lake Wallace in 1918 gave the Bell a spasm and protested pool of swimming.

in the time of recent maps, crown with it. Can amping-jump wave and current set of a cornered by violent storms, grooves away the western tip and makes a enormous dent in at the island's opposite end. The island shows the movement other than seasonal changes, as might be expected in such a short lapse of time. Long eastern tip visible in the fall of 1954 seems to be breaking up. In 1959 and 1964 springtime maps may only reflect winter's ravages.

the before time, I saw I was right. A big black station, ears up and mane stirred by the wind, challenged us like a sentry. A flash of his tail and he was gone. Yes, horses still roamed Sable.

Loose sand puling at our feet, we labored up the ridge. Below us lay a green vale with clustered houses, a village rising from the

People," (I said, pointing. A man and woman knelt in a patch of green

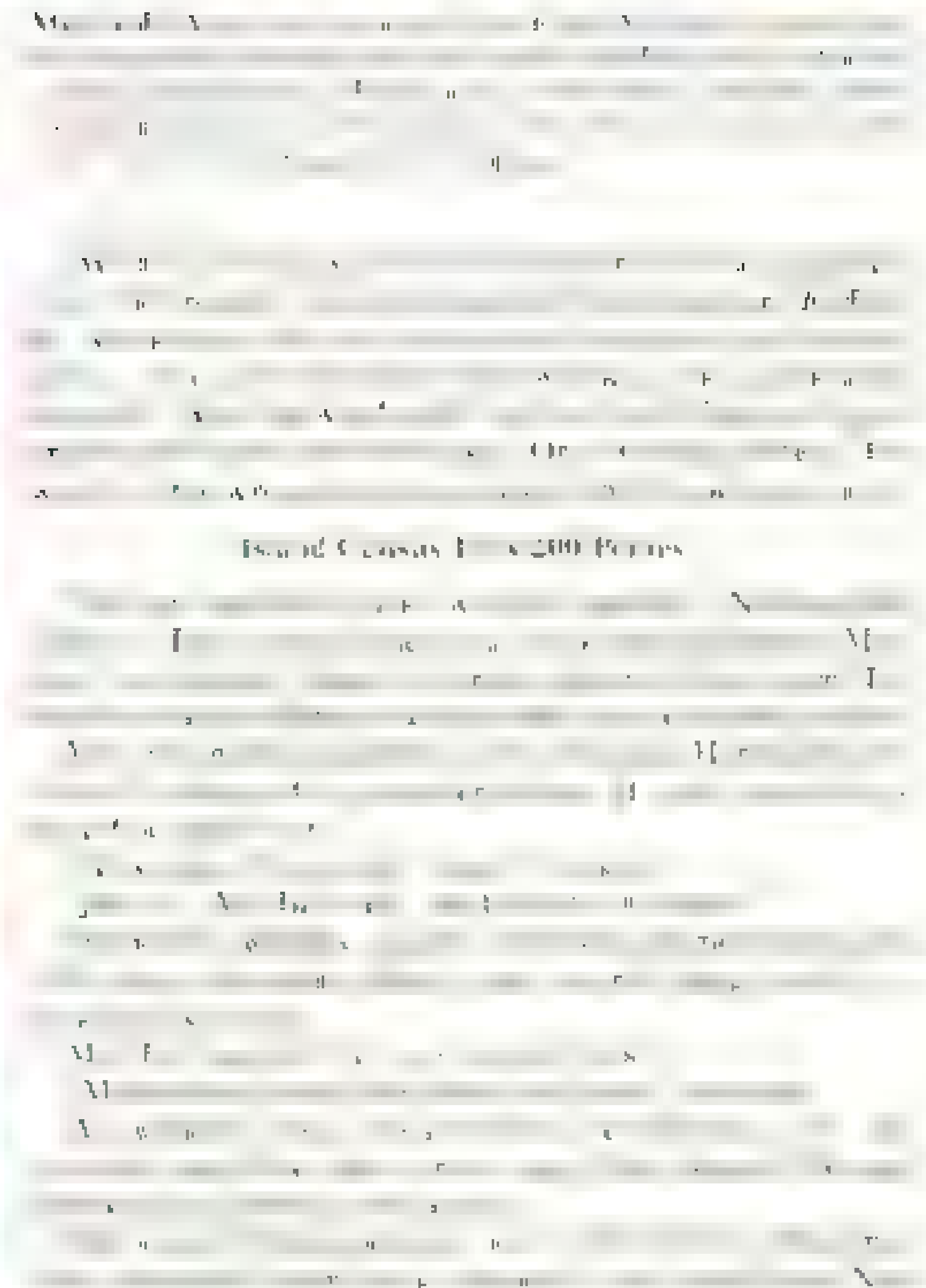
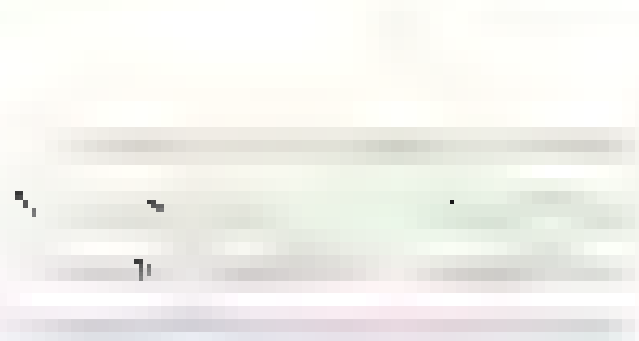
my hand she and the man scrambled to their feet, scattering strawberries. "but how can you get here?" he asked incredulously. "No one has approached this island for years except from a government boat"

"You came out of the sea and fog," she said. "I thought you were ghosts."

They were the Norman Deas, who had immigrated to Canada from Dumfries, Scotland (page 412). For a year they had lived on Sable









Boards for mill cranes



Man in suit and hat

Water trucked off



Dr. R. L. L. L. L.







Ready for launching, eh?

The surfboard is a long, narrow board made of wood or foam, designed to catch waves and ride them. It's a fun and exciting sport that's popular all over the world.

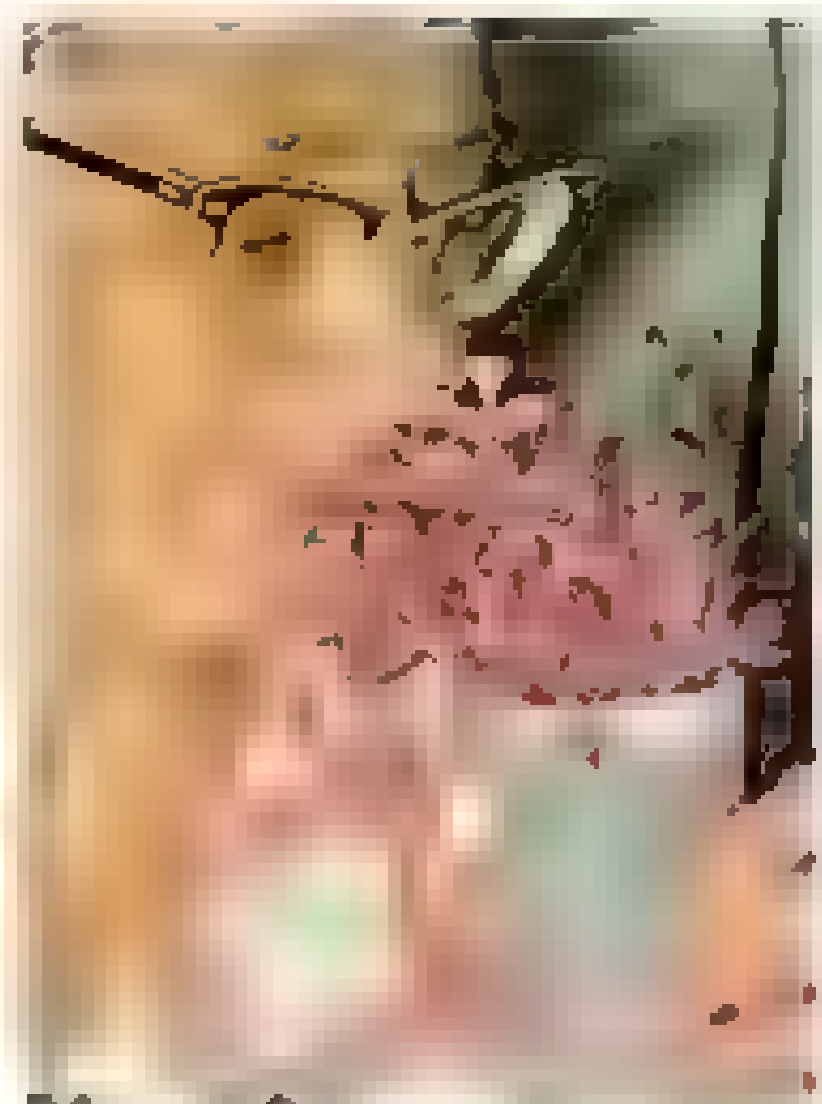
Legal blue bag

The bag is a dark blue, rectangular bag with a handle. It's made of a sturdy material, possibly canvas or leather, and has a simple design.



The first part of the text is a series of lines of text, some of which are repeated. It appears to be a list or a set of instructions.

over the beach



I caught grass and robins

The second part of the text is a series of lines of text, some of which are repeated. It appears to be a list or a set of instructions.



crossed from the mainland. But the  
of the native stations. The bay  
breeds since produced are so much larger and  
stronger than the original ponies that they  
can be used for the work of the stations."

Wild Rides, Soft Landings

Mr. Harrington and his assistants arrived  
a few minutes later on the island on a "bu-  
a lumbering tractor and trailer.  
"Welcome to Sable Island," Mr. Harrington  
said, smiling through his luxuriant sable  
beard. His assistants hopped aboard  
ponies bareback for a rocking romp. Wild

crossed the riders  
into the sun.  
"Only three ponies on the island are tame  
enough to ride," a young man told me. "The  
only one is cart broke.  
"But nature strikes a balance between the  
ponies' high spirits and sugar-soft sand. I saw  
not one rock on the whole island.  
"I'd like to show you more of the island  
our weather station and the wreck of the  
"Weather," Mr. Harrington suggested.  
As the bus skidded on the loose sand, it  
climbed the dune. "It has a road," he  
said. "We call this a road." Warm sun bored through the



Splash of red among sea  
flowers.

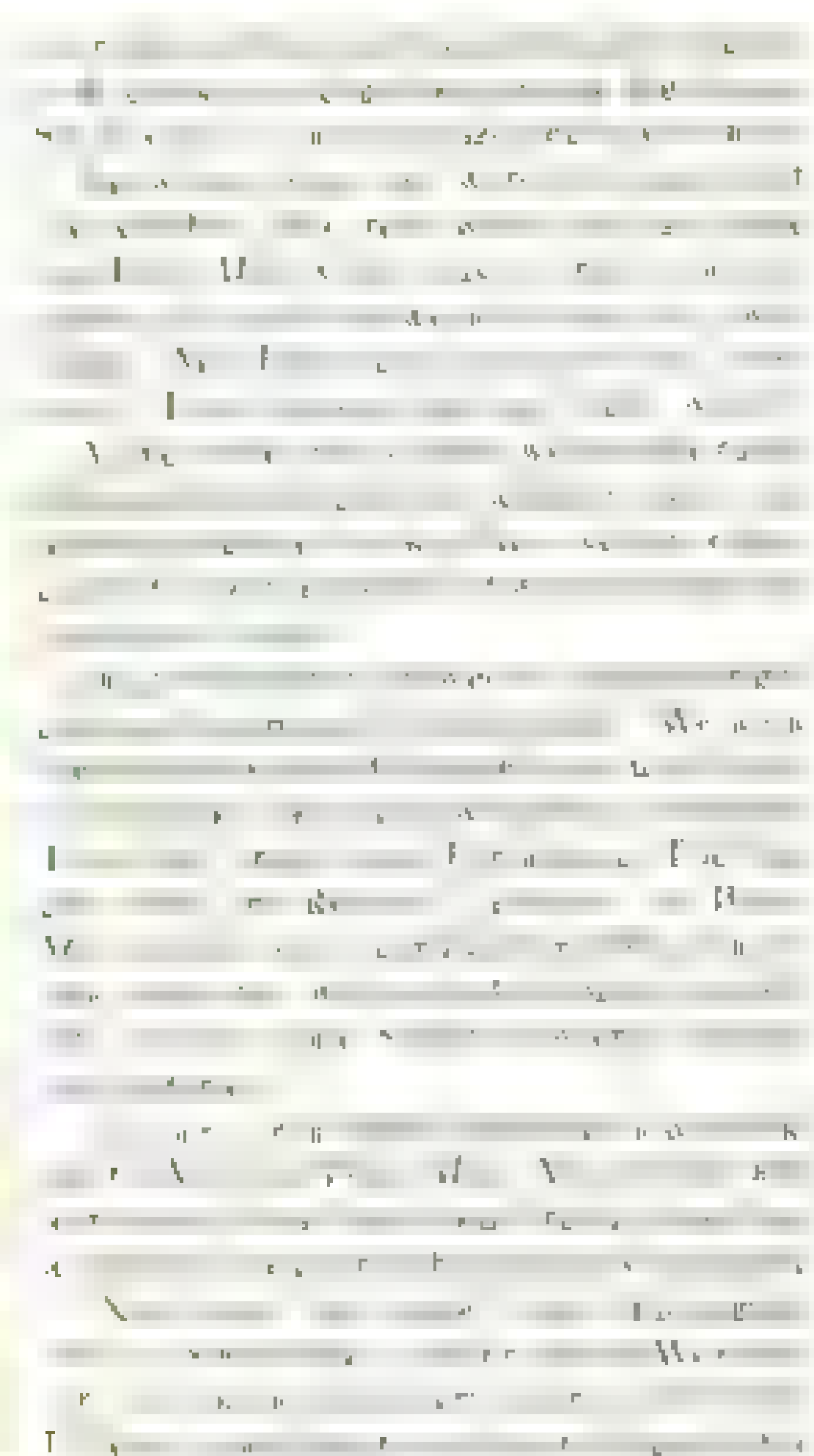
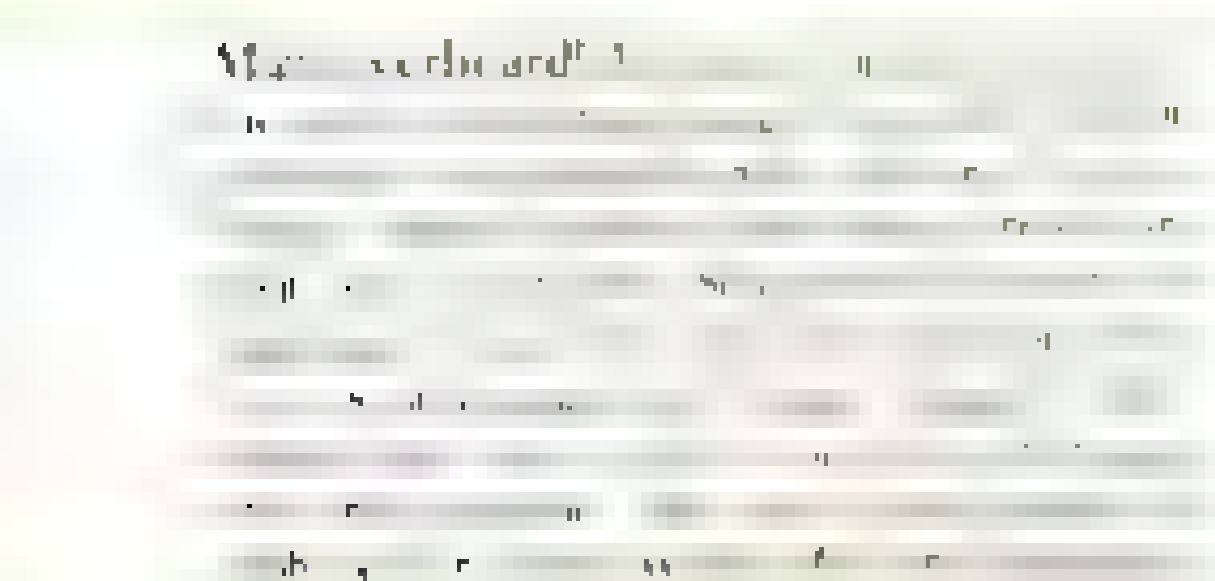
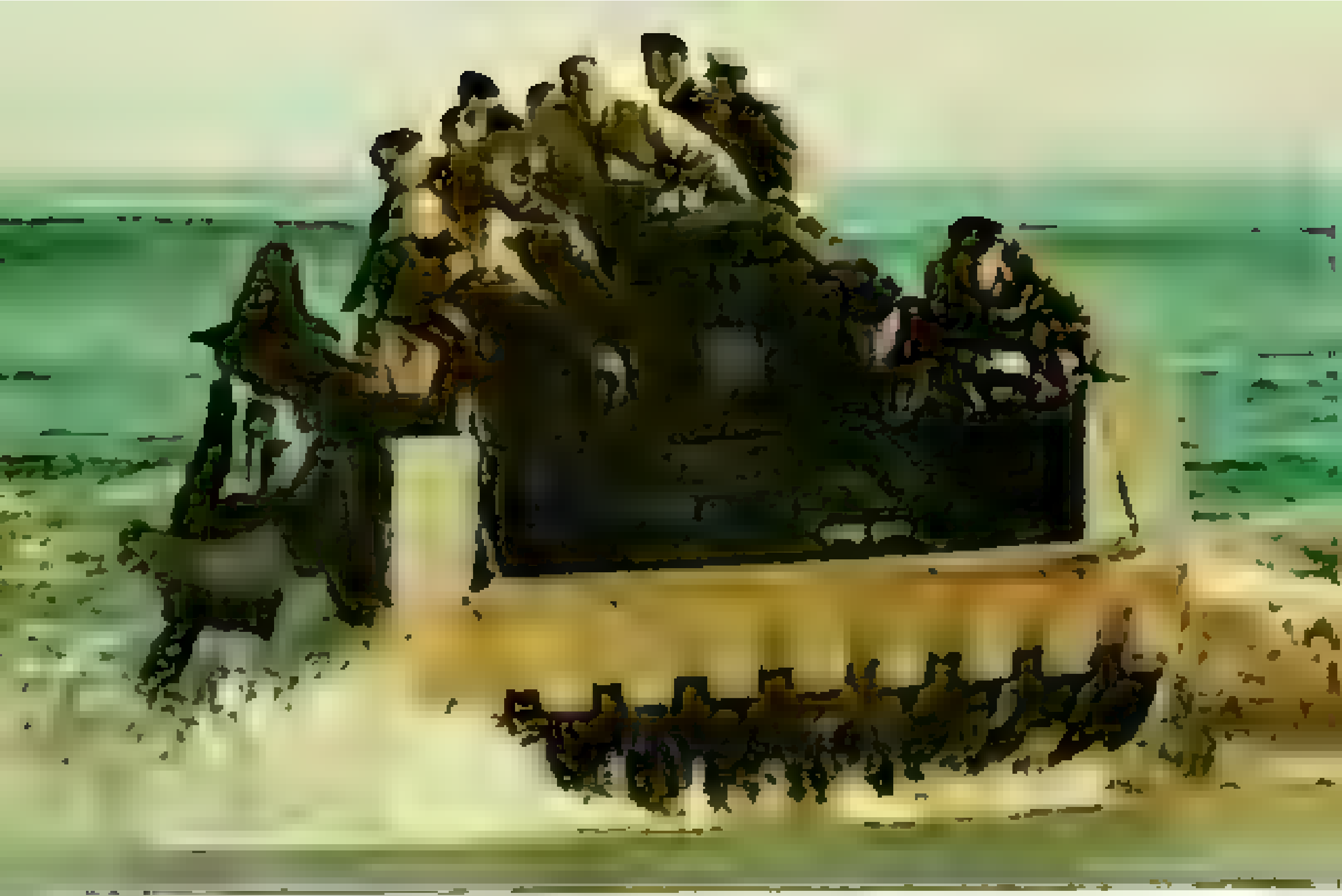
Low, scrubby vegetation  
typical of the island.

Crowing bird on Sable, identified by  
the committee as a variety of the



Picks low, scrubby nests on Sable. I  
and I much sh. to the mainland. These birds  
are relatively tame. This time, we found  
they do each summer to feed. In sheltered hollows  
of the island.





The walls of the shack were crowded with on-lookers. "The only two women on the island," Harrington explained, "are married."

Two men watched in television screen. Not

told as I looked, I could see only "Sydney" in the picture from Sydney.

Don't think I'm alone.

During such storms, the waves are very dangerous. He told us about the waves roaring on the shoals and rolling up the beaches, then showed us windows frosty with ice from storms in a single season.

### That Same Castaway Lives

During such storms, the waves are very dangerous. He told us about the waves roaring on the shoals and rolling up the beaches, then showed us windows frosty with ice from storms in a single season.

Don't think I'm alone. Harrington showed me a log for 1855. "The *Arcton* was wrecked on the N. E. bar during a heavy storm. The crew came to the wreck to find a brown on shore. It was a small boat for our men to go the prisoners. These poor fellows had not had a refuge" was a letter to a man who wrote to Harrington. Harrington said I found the eastern side of the island being seven miles.

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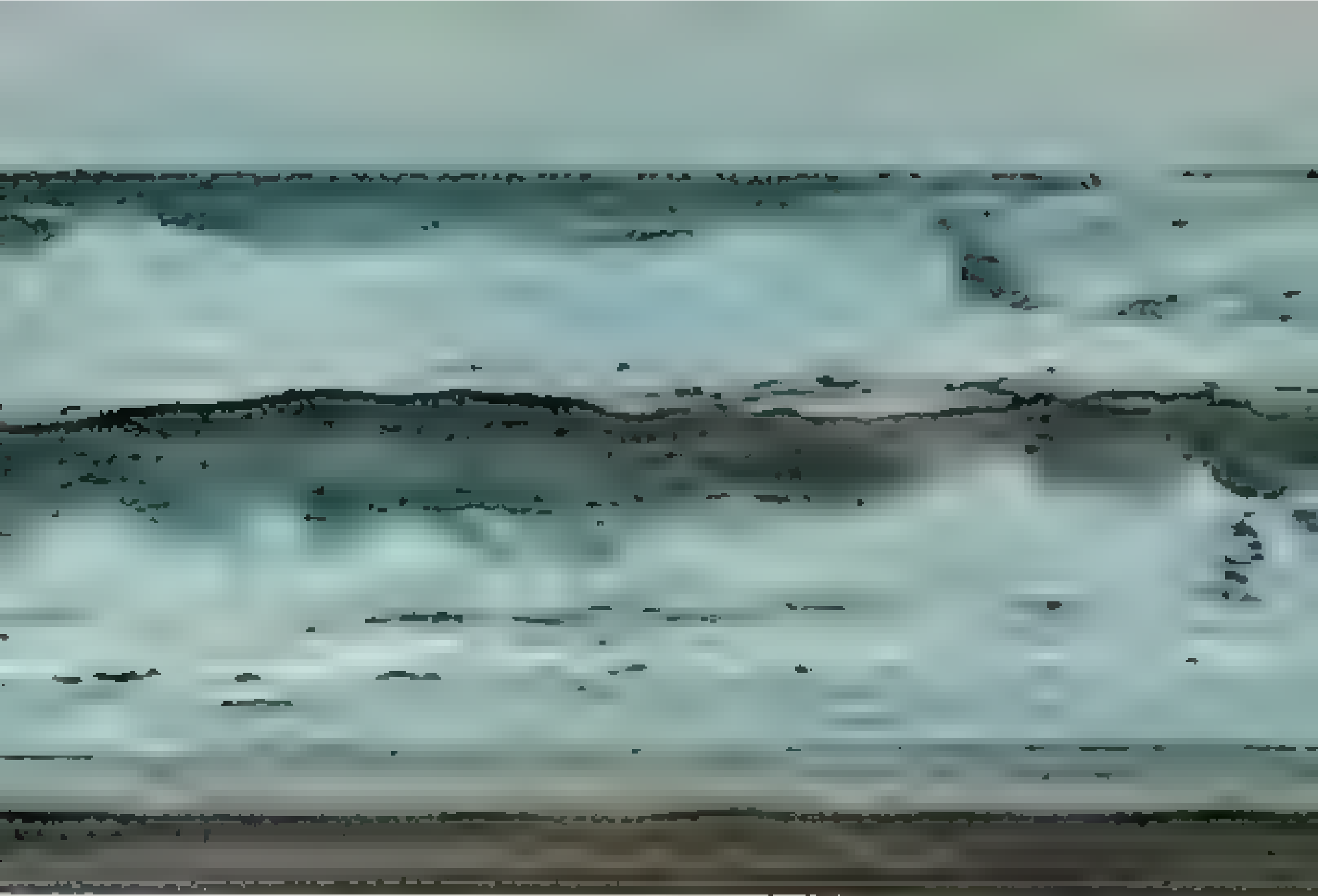
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### How the *Arcton* Was Wrecked

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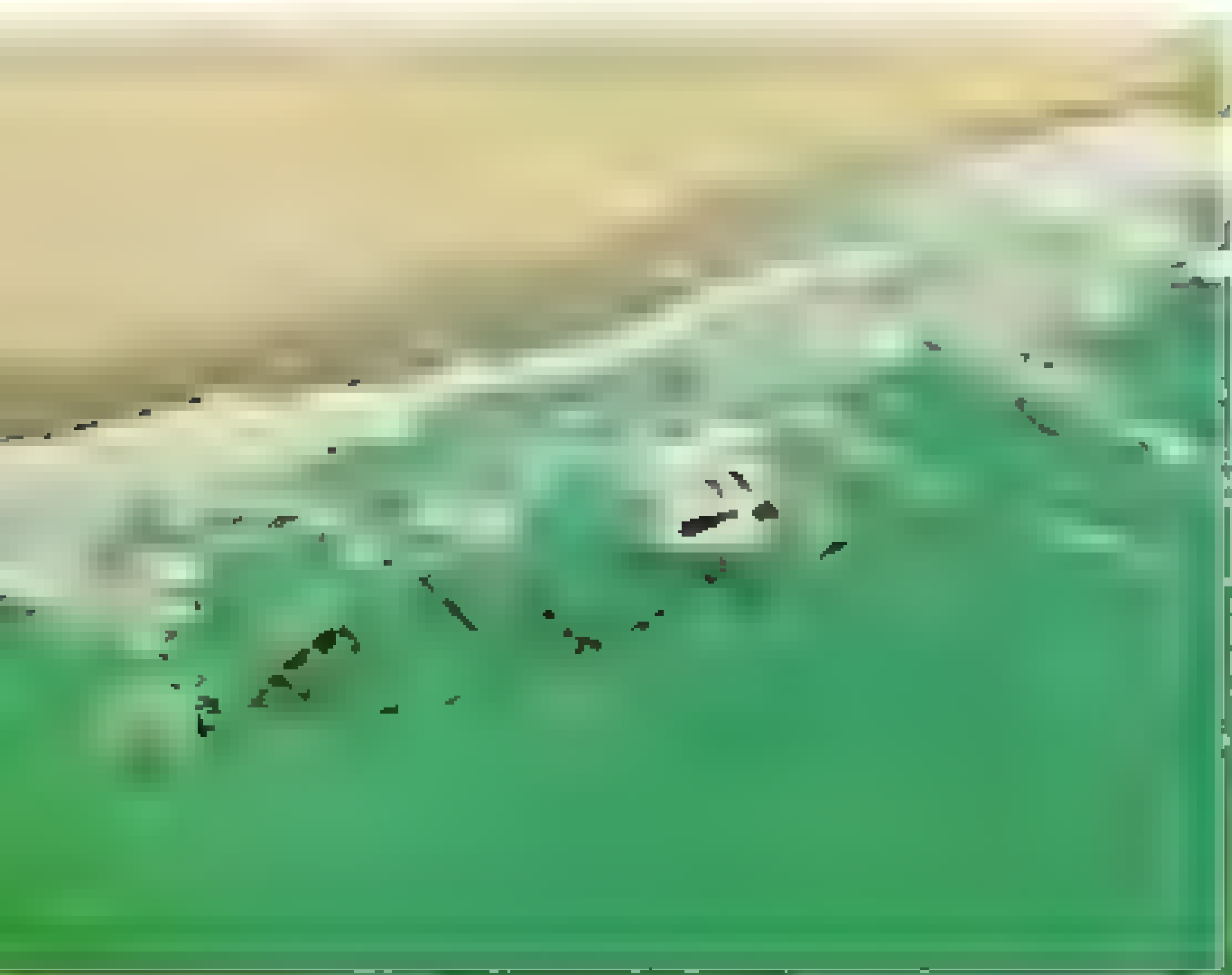
## Where the sea turns killer

ATLANTIC  
The International  
Association of  
Amateur Radio  
Operators  
of the United States  
and Canada  
Inc.





Il est très important de bien choisir son matériel pour la randonnée. Un sac à dos bien adapté à la randonnée est essentiel. Il doit être confortable, résistant et avoir suffisamment de place pour les vêtements et les provisions. Il est également important de choisir des chaussures adaptées à la randonnée, c'est-à-dire des chaussures robustes et confortables. Enfin, il est conseillé de prendre avec soi une carte topographique et un guide de la région pour s'orienter et connaître les points d'intérêt.



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Handwritten text, likely a list or index, written in a cursive script. The text is organized into columns and rows, possibly representing a table or a structured list of items. The handwriting is dense and difficult to decipher due to the image quality.





1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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#### Recent to the water

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

#### Weather at noon

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

[illegible][illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

2. Next, it is important to gather relevant information and data. This can be done through research, consultation with experts, or by analyzing existing data sets.

3. Once the information is gathered, the next step is to analyze it. This involves identifying patterns, trends, and relationships that can help in understanding the problem.

4. After analysis, the next step is to develop a solution or plan. This involves identifying the most effective and efficient way to address the problem.

5. Finally, the solution is implemented and monitored. This involves putting the plan into action and tracking its progress to ensure it is effective and efficient.

[illegible]

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3. Once the information is gathered, the next step is to develop a plan or strategy to address the problem. This often involves breaking down the problem into smaller, more manageable parts.

4. The fourth step is to implement the plan. This involves putting the strategy into action and monitoring progress along the way.

5. Finally, it is essential to evaluate the results and determine whether the problem has been successfully solved. If not, adjustments may need to be made to the plan.

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains. The concentration of the *Agrobacterium* suspension was 10<sup>6</sup> cells/ml (A), 10<sup>7</sup> cells/ml (B), 10<sup>8</sup> cells/ml (C), and 10<sup>9</sup> cells/ml (D). The concentration of the *Agrobacterium* suspension was 10<sup>6</sup> cells/ml (A), 10<sup>7</sup> cells/ml (B), 10<sup>8</sup> cells/ml (C), and 10<sup>9</sup> cells/ml (D). The concentration of the *Agrobacterium* suspension was 10<sup>6</sup> cells/ml (A), 10<sup>7</sup> cells/ml (B), 10<sup>8</sup> cells/ml (C), and 10<sup>9</sup> cells/ml (D). The concentration of the *Agrobacterium* suspension was 10<sup>6</sup> cells/ml (A), 10<sup>7</sup> cells/ml (B), 10<sup>8</sup> cells/ml (C), and 10<sup>9</sup> cells/ml (D).

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting system in providing reliable financial information.

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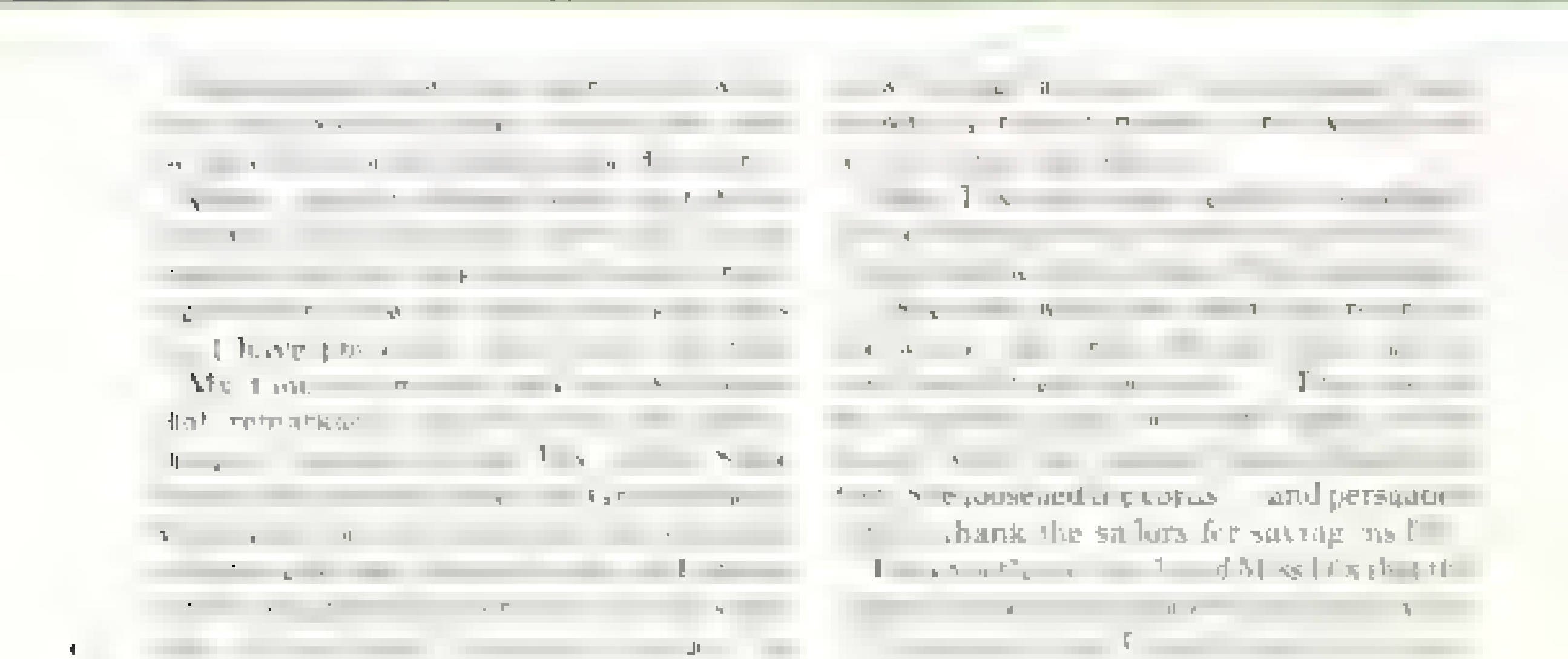
6. The sixth part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting system in providing reliable financial information.

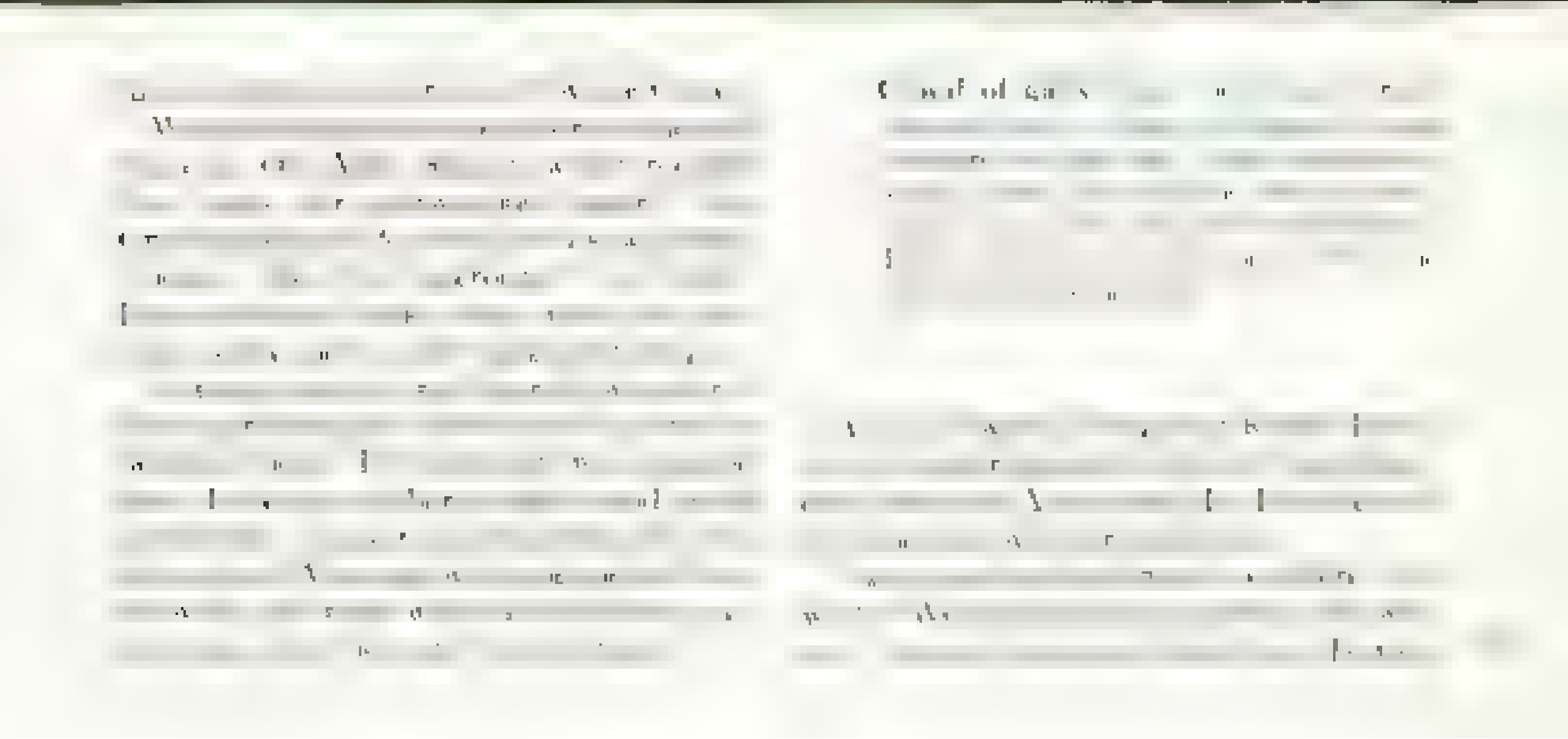
7. The seventh part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting system in providing reliable financial information.

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9. The ninth part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting system in providing reliable financial information.

10. The tenth part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting system in providing reliable financial information.







and the wreck of *Moravia* [a German ship carrying coconuts and wine] . . . I stand at the window to watch the foaming white mountains of surf." When time was measured by shipwrecks, which of the sand-covered windows framed that view of violent seas?

Mrs. Boudier always included lonely bits of family news. "I have only one daughter home with me this winter. . . . Bertha has always wished to take up the study of nursing.

I feel it is better for her as she needs more social life."

Her husband wrote to Grandpa: "I am dreading having to attack 6 or 7 more letters this week. Of course, we are like those marooned constantly watching for a steamer smoke and within the last fortnight all are out of tobacco, which to many of them is more serious than lack of food or beef. . . . All of my household are thankful for good health."

Yet he was tragically mistaken. Soon the Boudiers would learn that their daughter Bertha, the student nurse, had died suddenly of typhoid fever on the mainland. "The hardest part to us," wrote Mrs. Boudier, "was that the steamer that brought to us the news of her death also brought her Christmas remembrances to the household and she had then been laid to rest nearly two months."

One of these rooms had been hers.

"The old buildings are going fast," said Doug Harrington. "A crack opens, then, in a winter storm, a blast of wind gets in—and the house explodes."

"You have no boats now?" I asked.

"Only one—a small skiff," he said. "The boys use it on Lake Wallace when they go fishing or duck shooting."

The lake sprawls, green and marshy, for five irregular miles. Once it was open to the sea and used as a harbor, but in 1836 two American sailing ships were caught inside during a storm and marooned.

Now Lake Wallace figures in Canadian folklore as the watery home of ghosts. Mrs. Copeland, a lady murdered by wreckers for a ring, returns in legend to display the stub of a missing finger—lopped off by her murderers. Like the Litesavers' Ghost—a man drowned

in a rescue mission a century ago—Mrs. Copeland has not been seen lately.

### Five Waves—and Goodbye

The afternoon light was waning, and we had to leave. The tractor took us past the house and then to the beach. We counted five large waves and in our little pram returned to *White Mist*. Alec called Radio Sable to say thanks and goodbye.

We hoisted sail, weighed anchor, and motored slowly to sea. Doug Harrington waved from the beach near the spot where the schooner *Arcton* had been. A herd of ponies grazed in a stable field across the dunes.

Suddenly the green water parted, and I saw sand.

"Ten feet," shouted G. "Cut the engine—we're running on a shoal!"

Was *White Mist* to be caught after all in the sucking sands of Sable?

Gently we coasted into deeper water—and then I remembered *that* sand bar where we had first anchored coming in.

Heading away from our dangerous landing, we steered clear of the shoals and breakers off West Bay. Our fathometer recorded again the undulating ridges, deeper, shallower, deeper.

And still Doug stood there—a merest receding speck on the beach—a reminder that the only permanence on Sable Island is its loneliness.

THE END



Ashore, all ships: Flashing its warning,  
West Light penetrates thick fog above Main  
Station as I glow on a tidal bar.

Lonely haire of Doug Harrington watches  
*White Mist* put out to sea from Sable





# Asian Insects in Disguise

Article and photographs by  
**EDWARD S. ROSS, Ph.D.**

**T**HE LUSH GREENERY of the Malay Peninsula's Gombak Valley languished in equatorial heat. Not a whisper of wind disturbed this tropic wilderness. A National Geographic Society grant had brought me here, halfway around the world, to hunt. Not for tigers but for smaller game—insects.

As I followed a delightful flower-fringed trail, I paused to admire a pink orchid that grew beside the pathway. To my utter astonishment, the orchid moved! I stooped for a closer look—and discovered that a large part of this incredible flower was, in reality, a praying mantis (*Hymenopus coronatus*).

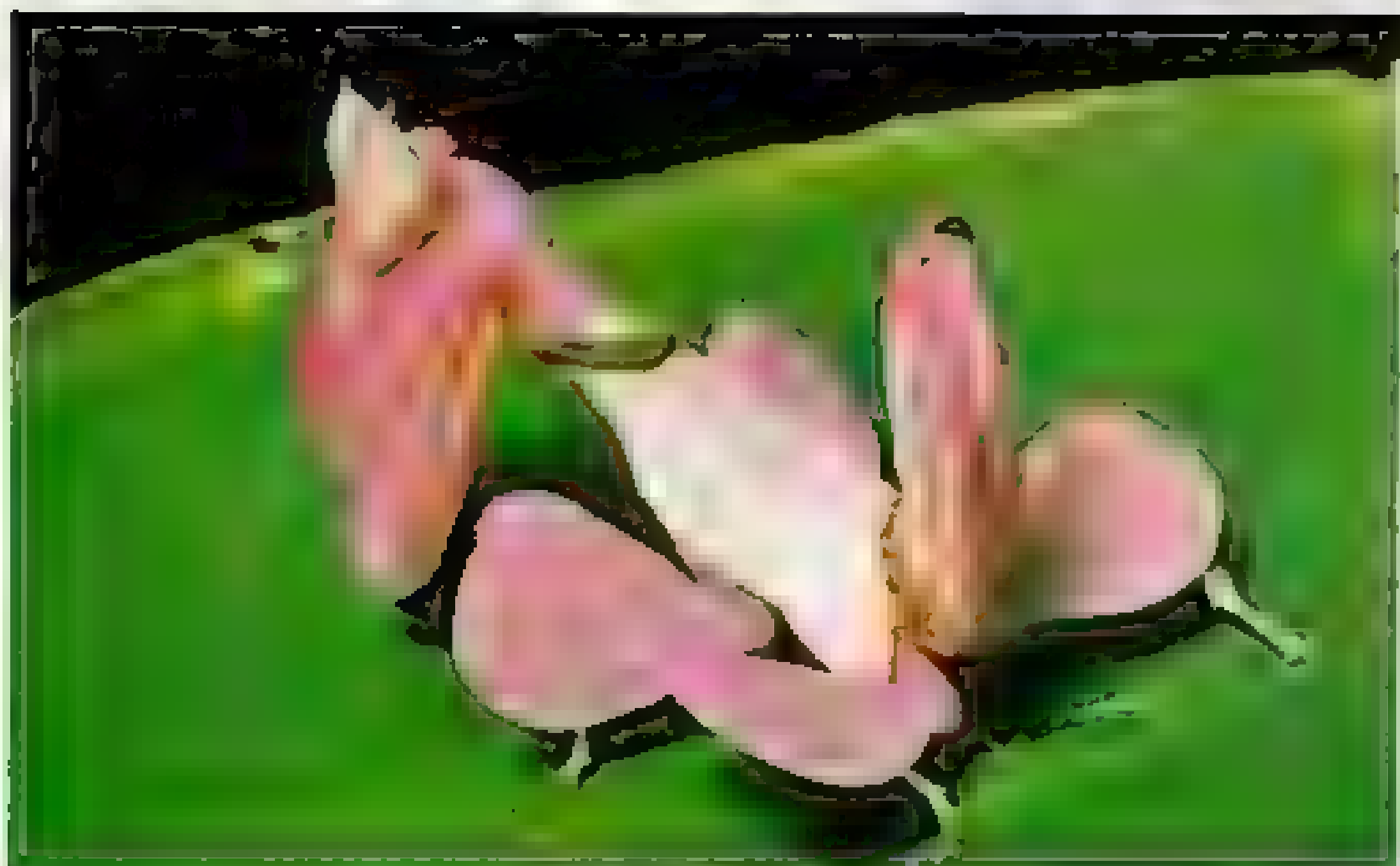
What a perfect masquerade! The insect's body matched the flower in amazing detail.

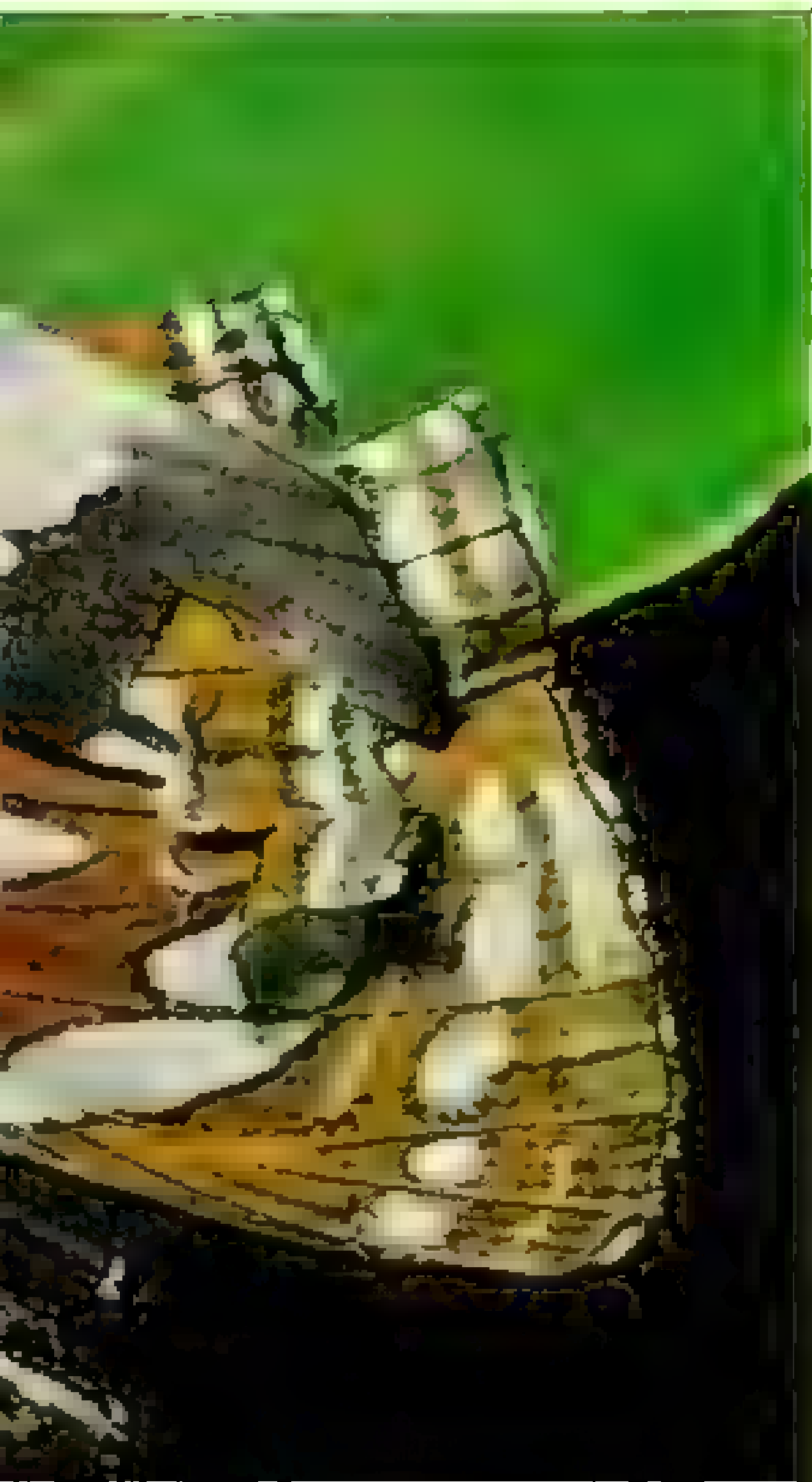
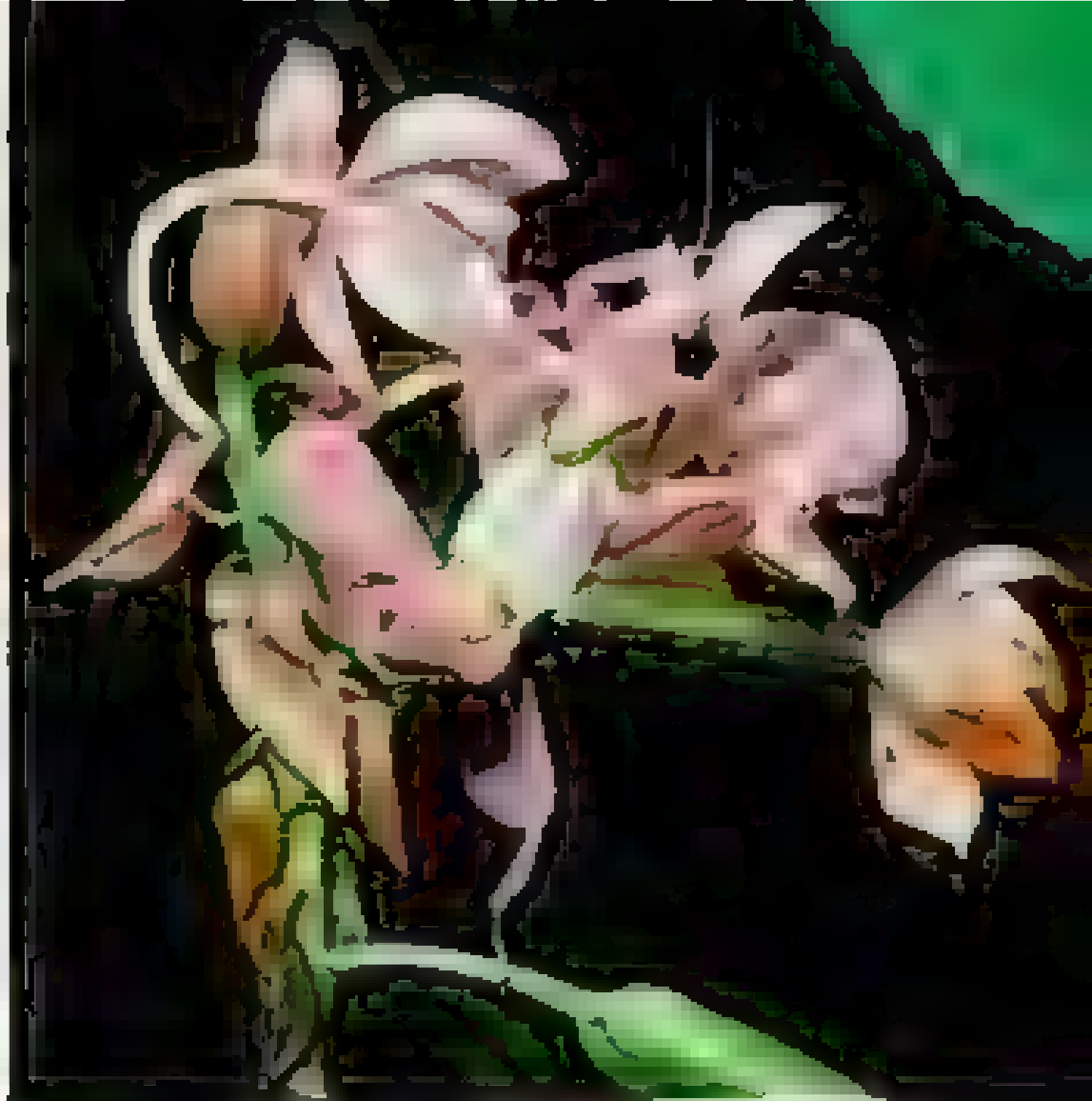
This astonishing insect was a spectacular example of a common phenomenon of flower resemblance, found in tropical mantids as well as other

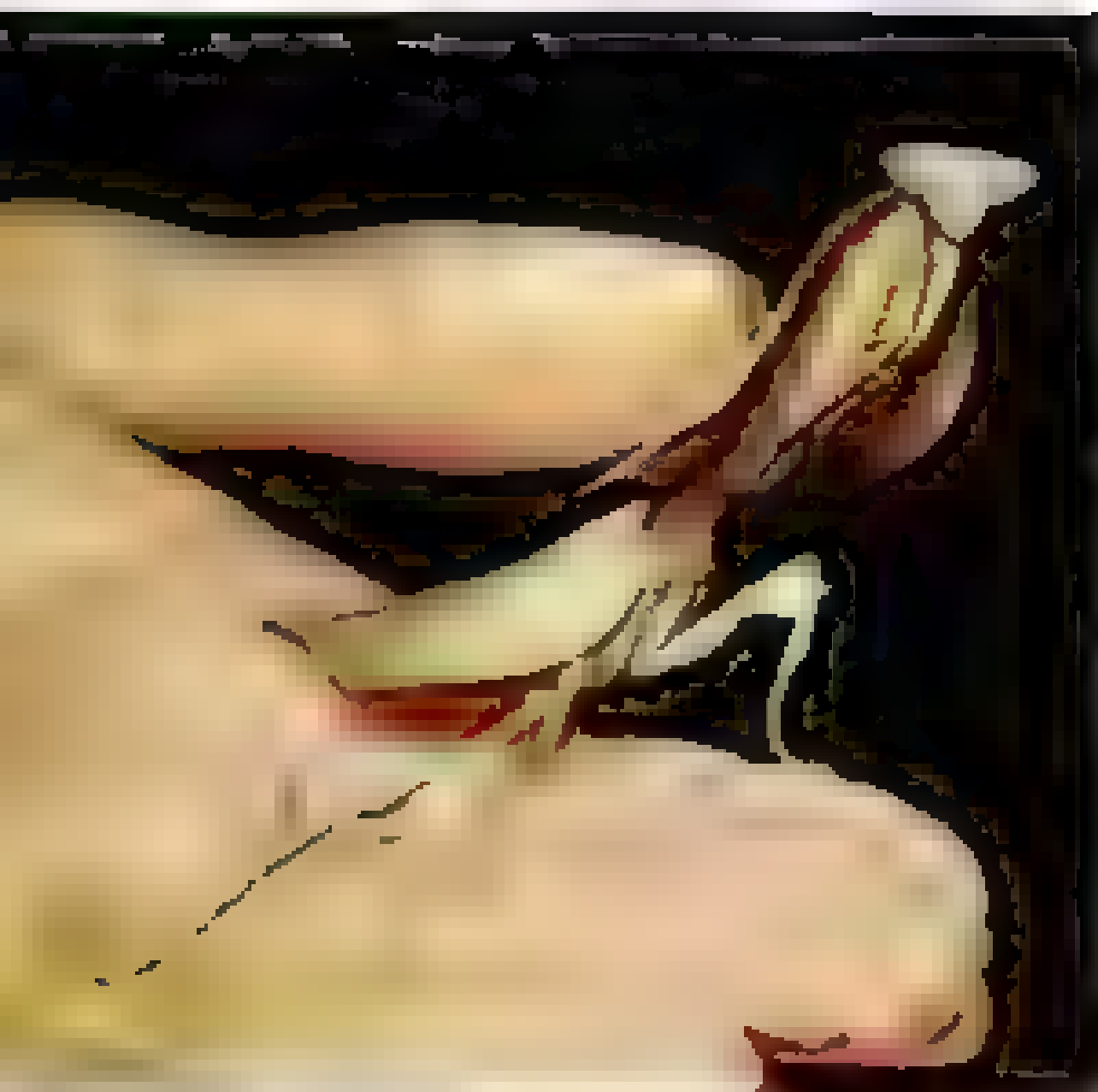
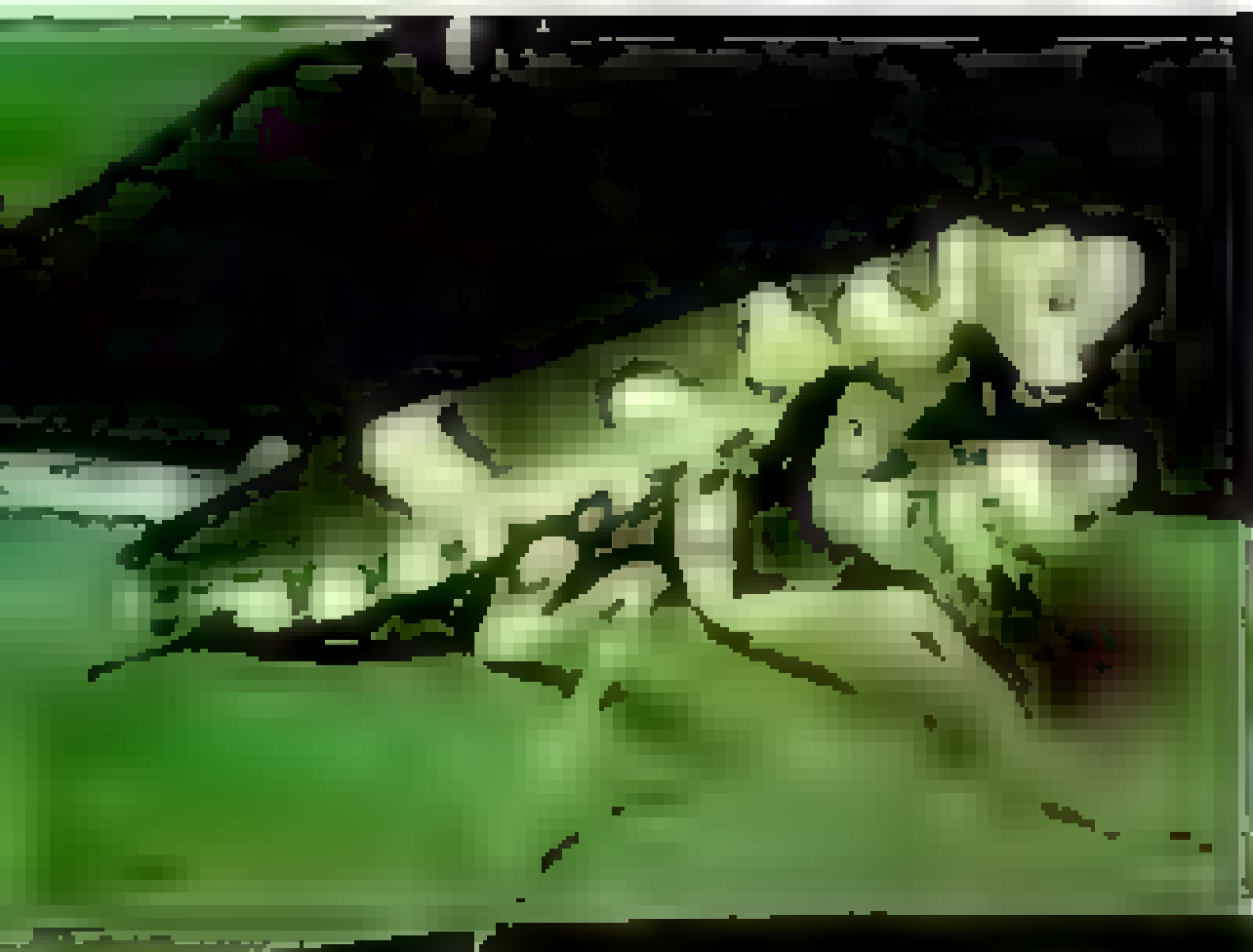
**DEATH IN A FLOWER:** *Malayan* mantis closely mimics pink orchids of the Gombak Valley. Its prayerful pose belies a fiercely predatory nature. A sudden and acrobatic pounce that mistake it for a blossom and land within its reach.

PHOTOGRAPH BY N. S. S.









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1. The first part of the document discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses. It emphasizes the need for regular reconciliation and the use of reliable accounting software to ensure data integrity.

2. The second part outlines the various methods for calculating profit margins, including gross profit, operating profit, and net profit. It provides formulas and examples to illustrate how these calculations are performed.

3. The third part covers the process of budgeting and forecasting, highlighting the role of these tools in managing cash flow and identifying potential financial risks. It discusses the importance of setting realistic goals and regularly reviewing the budget.

4. The fourth part addresses the challenges of managing inventory, such as overstocking and understocking, and offers strategies to optimize inventory levels. It also touches on the importance of accurate inventory tracking for financial reporting.

5. The final part of the document provides a summary of key financial ratios and metrics used to assess a company's financial health, such as the current ratio, debt-to-equity ratio, and return on investment. It explains how these metrics can be used to make informed business decisions.

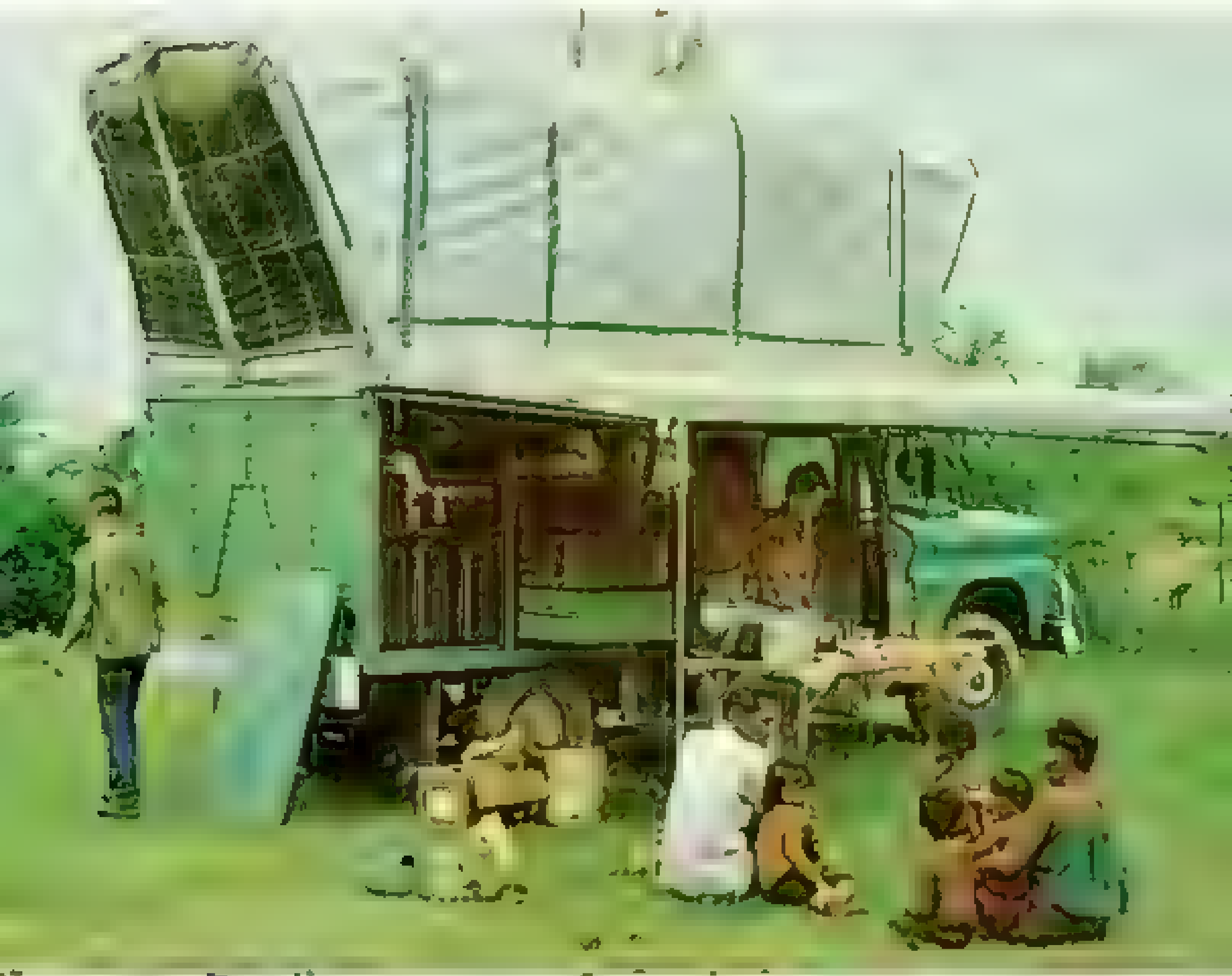
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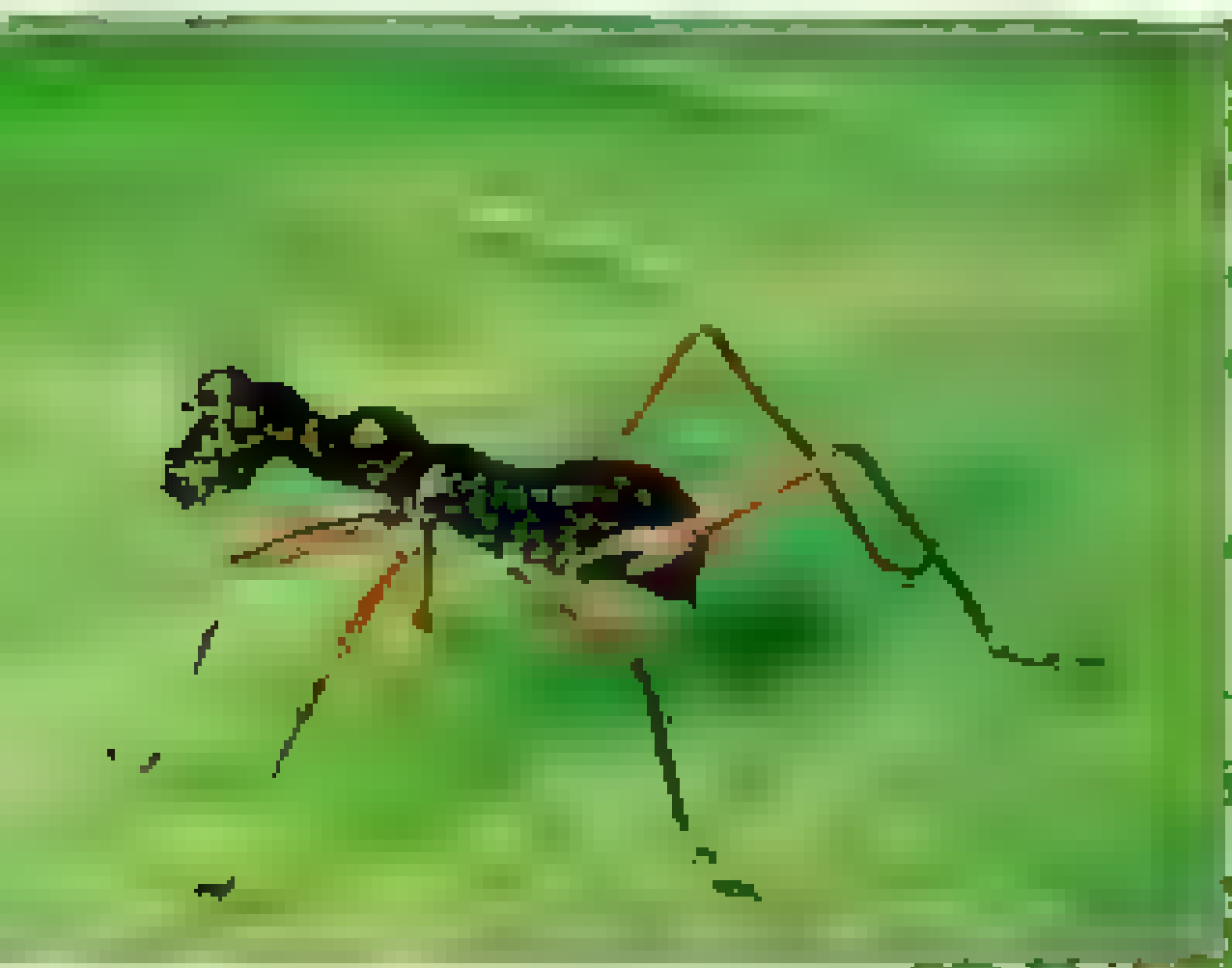


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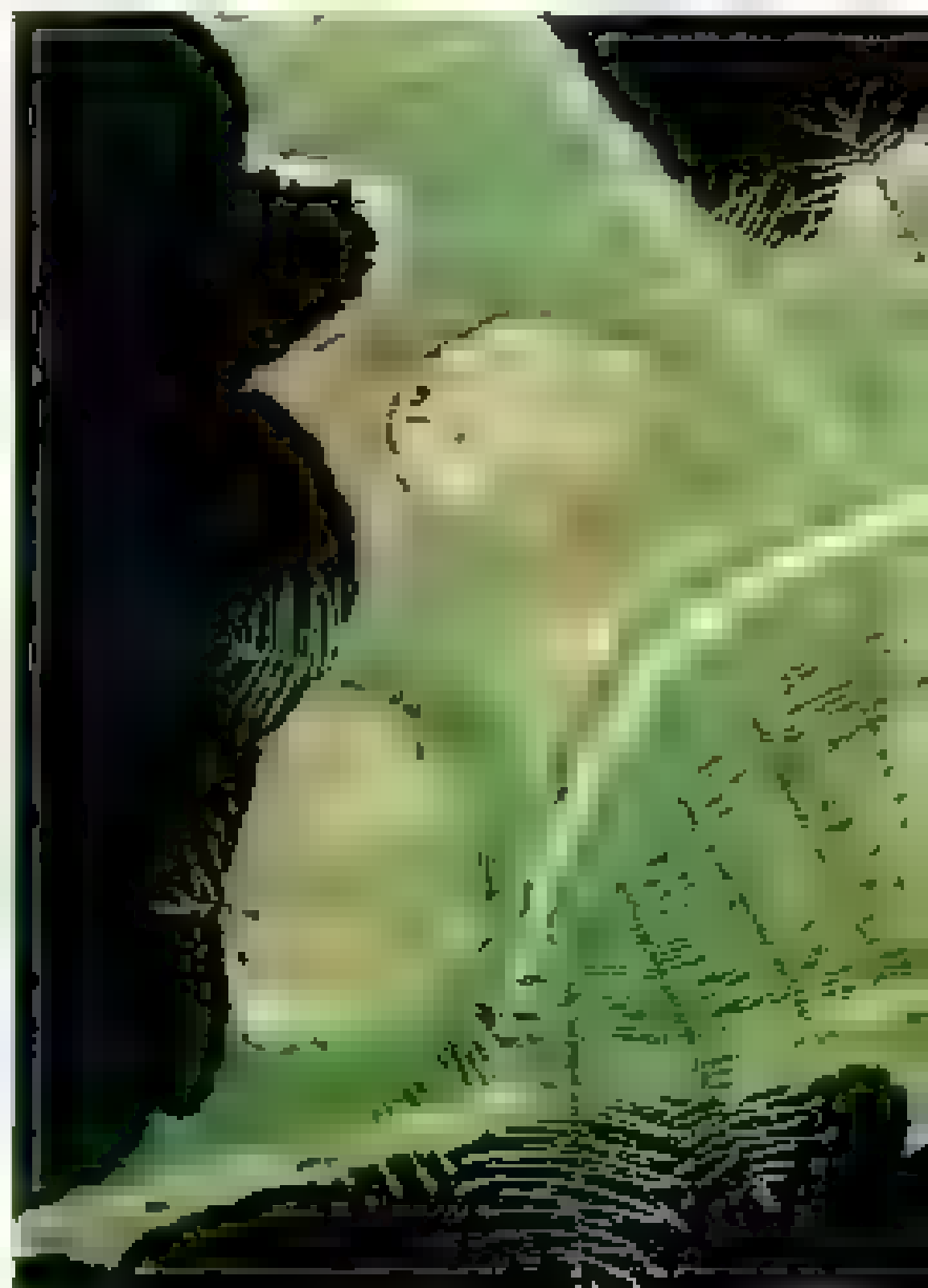
Tiger beetle (Pseudophylla) on sand.



False tiger beetle (Pseudophylla) on green background.

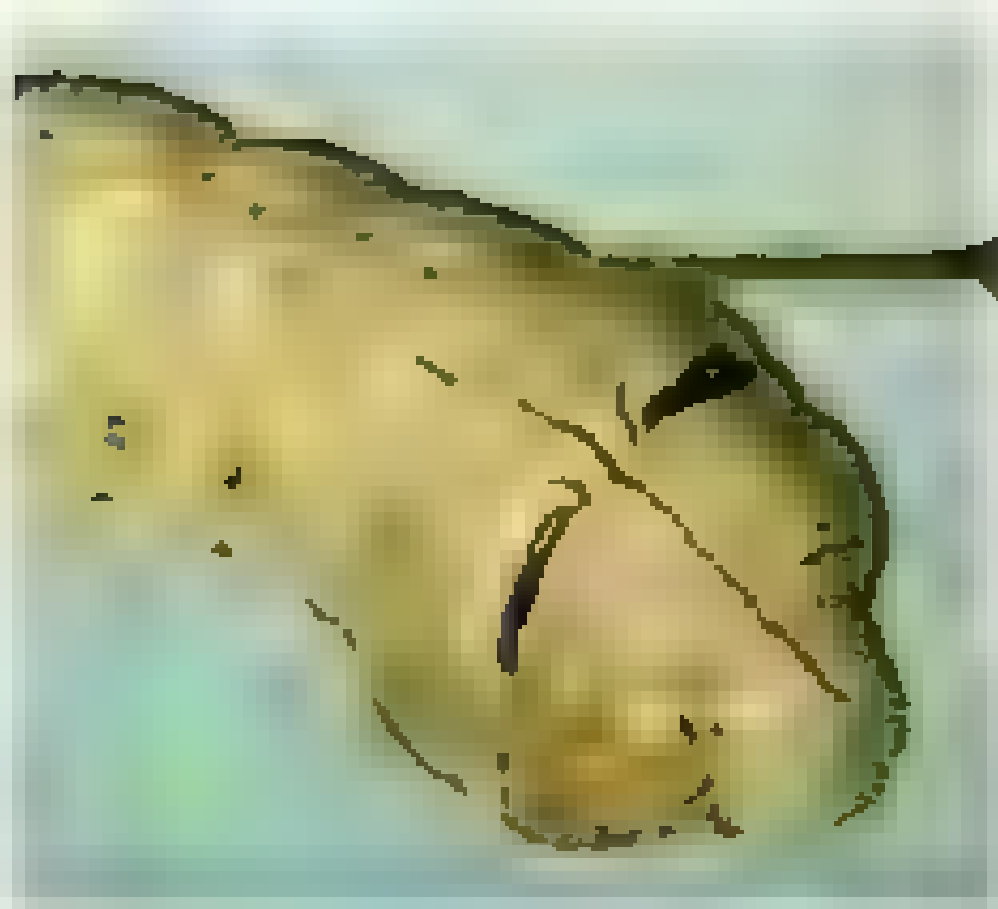
Two-armed (Pseudophylla) on sand.

False tiger beetle (Pseudophylla) on green background.



Two-armed (Pseudophylla) on sand.

False tiger beetle (Pseudophylla) on green background.



The butterfly is a very common sight in the garden. It is a beautiful creature with many different colors and patterns. The butterfly is a very important part of the garden ecosystem. It helps to pollinate the flowers and plants. The butterfly is a very beautiful creature and it is a pleasure to see it in the garden.

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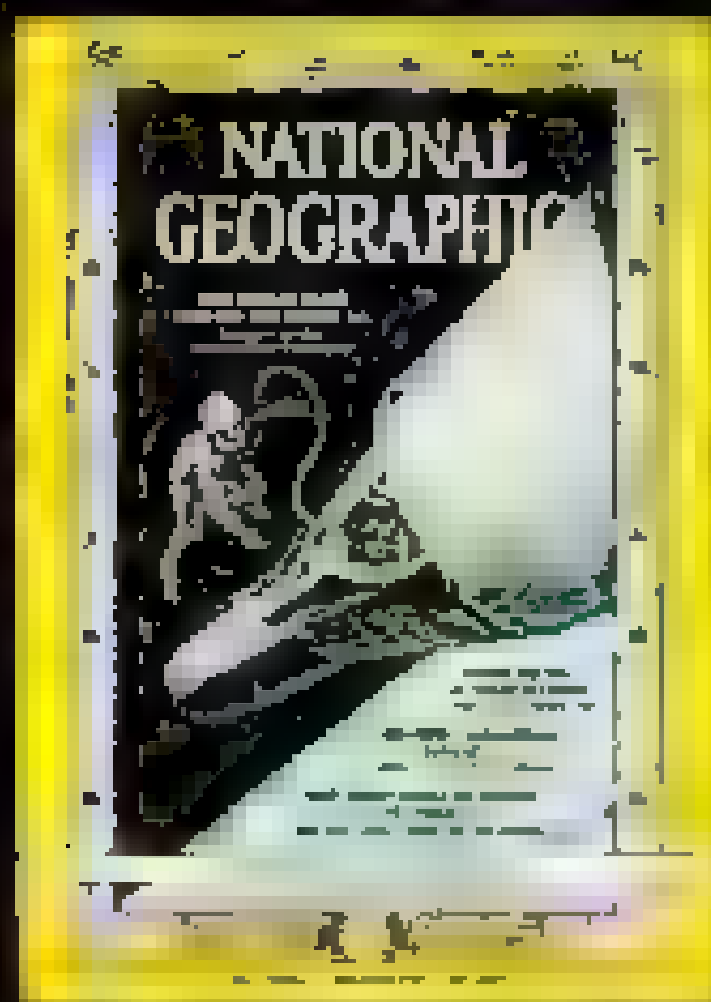
# America's 6,000-Mile Walk in Space

**T**ETHERED by a looping, golden umbilical cord, Maj. Edward H. White II moves freely 100 miles above earth. The historic date, June 3, 1965, marks man's longest walk in the deadly vacuum of space. The American astronaut, using the guidance gun in his right hand, maneuvered at will until its compressed oxygen ran out. He thus became the world's first self-propelled space man. Though orbiting at 17,500 miles an hour, the space walker "had little sensation of speed and no sensation of falling, only a feeling of accomplishment." Millions of earthlings heard White talk with Gemini 4's

command pilot, Maj. James A. McDivitt, during the 21-minute sortie into space.

Prophetically, NATIONAL GEOGRAPHIC pictured this incredible feat 13 months ago, in its March, 1964, issue (inset). In the accompanying article, Dr. Hugh L. Dryden, a Society Trustee since 1951,

visualized the day when a Gemini pilot would leave his ship and stroll among the stars. As Deputy Administrator of the National Aeronautics and Space Administration, Dr. Dryden plays a vital role in NASA's manned flight program, which made possible the dramatic photographs on these pages. GEOGRAPHIC's cover painting proved amazingly accurate, except that the tether turned out to be plated with gold instead of silver, and the emergency oxygen pack rode White's chest rather than his thigh.



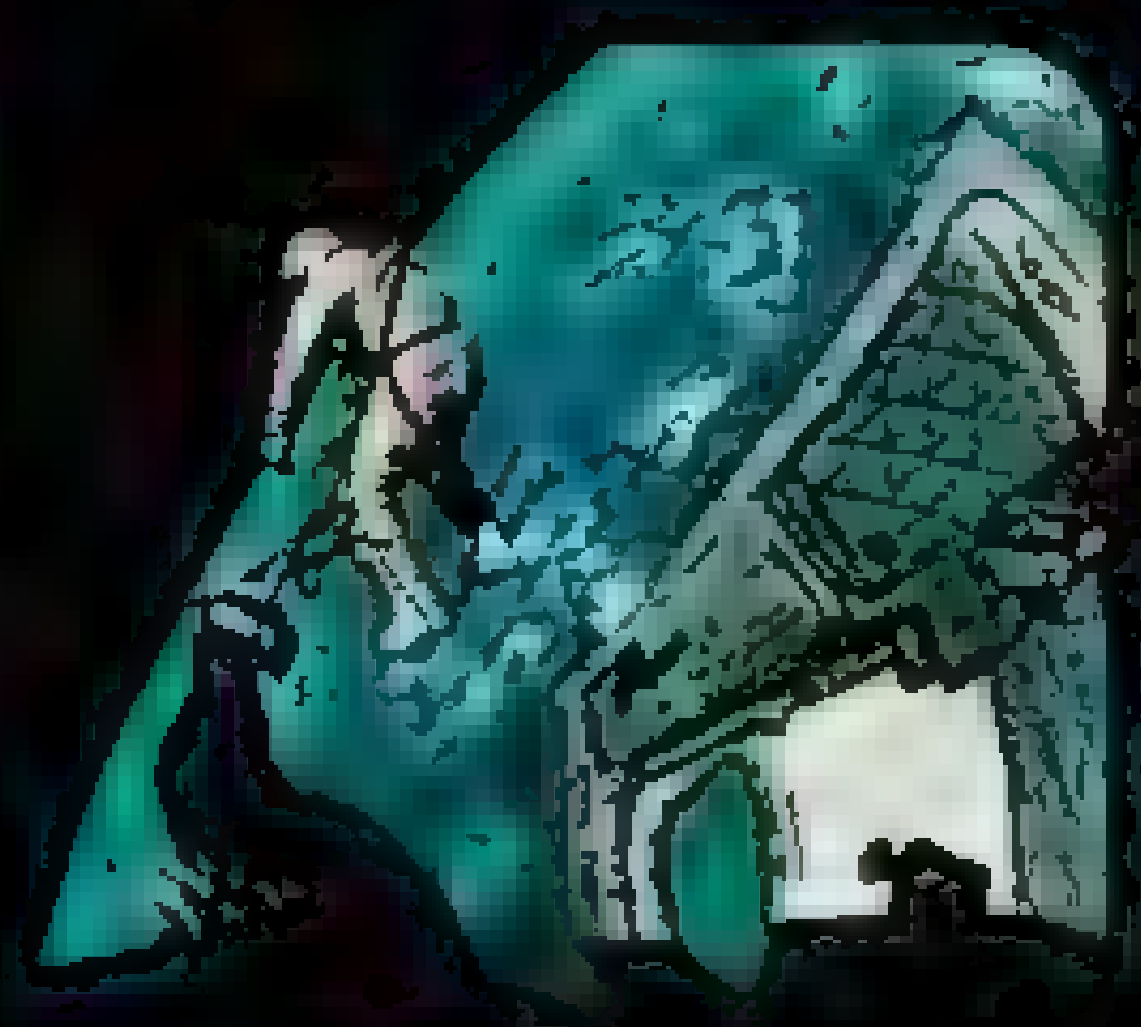
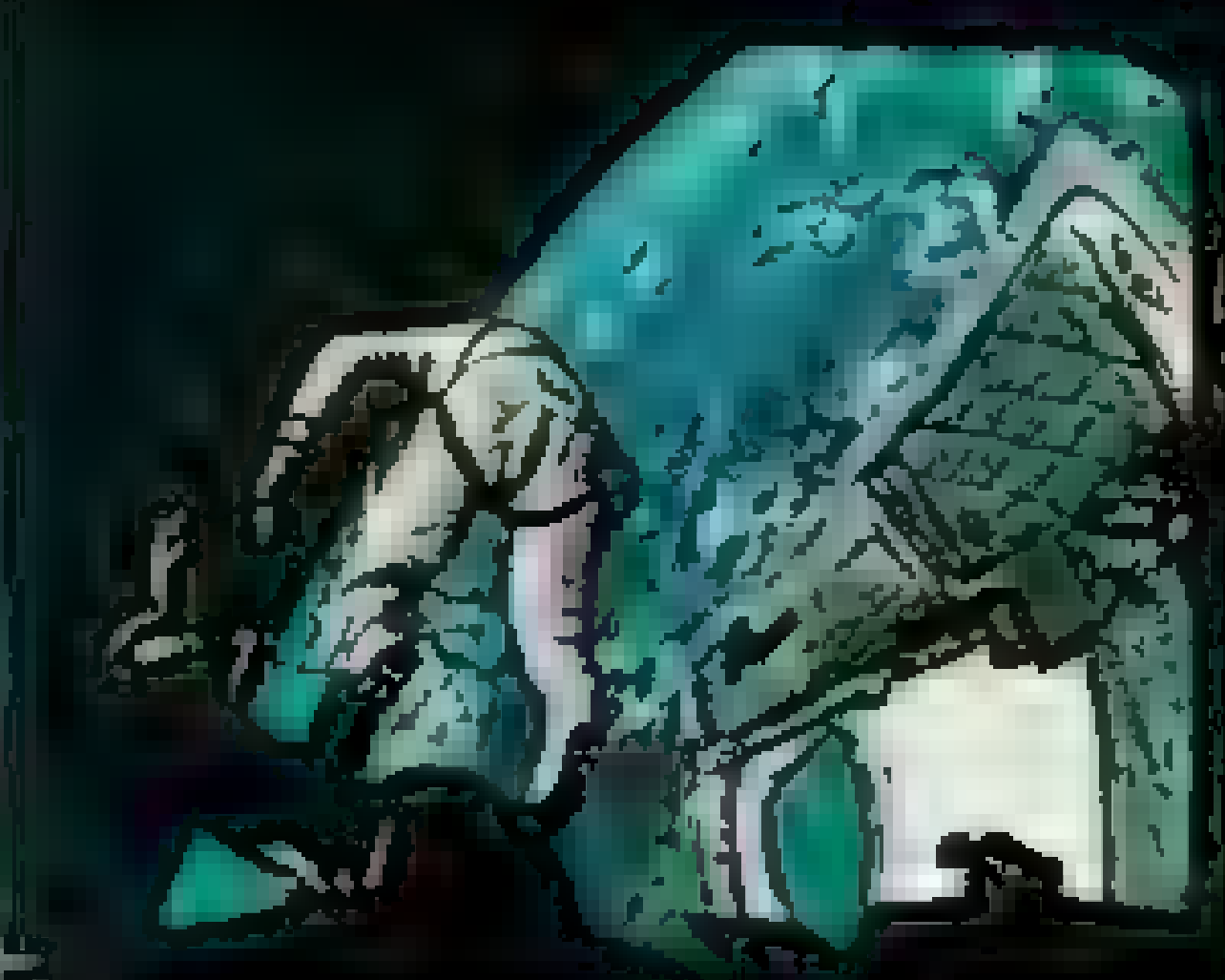






McDIVITT: "He's getting out right now." White makes his first exploratory





more into space, propelling himself in a controlled turn to the left.



**R**OSTY GLOW OF SUNRISE over the Pacific burnishes White as he stands in the seat (upper left, opposite) and thrusts himself into space with the maneuvering unit. The tie-down strap of his helmet floats free, catching a shaft of light. White moves away from the ship (other pictures) as McDivitt holds the spacecraft steady. Shadow of the mounted movie camera that took these extraordinary photographs appears on the open hatch door at lower right. Three times, as he stood in the seat, White had checked this 16-mm. sequence camera.

"I wanted to make sure I didn't leave the lens cap on," he said later. "I knew I might as well not come back if I did."

Curvature of the earth as seen by the astronauts was not as pronounced as it appears here. "The camera's wide-angle lens exaggerates the curve of the horizon slightly," McDivitt explained after the flight.

At left, the spacecraft approaches the California coast. "I was taking some big steps," said White, "the first on Hawaii, then California, Texas—lightly, in deference to the President—Florida; and the last on the Bahamas and Bermuda. The gun worked superbly; I just wish I had had more oxygen. Changing my position by pulling on the tether was easy, like pulling a trout, say a two- or three-pounder, out of a stream on a light line."

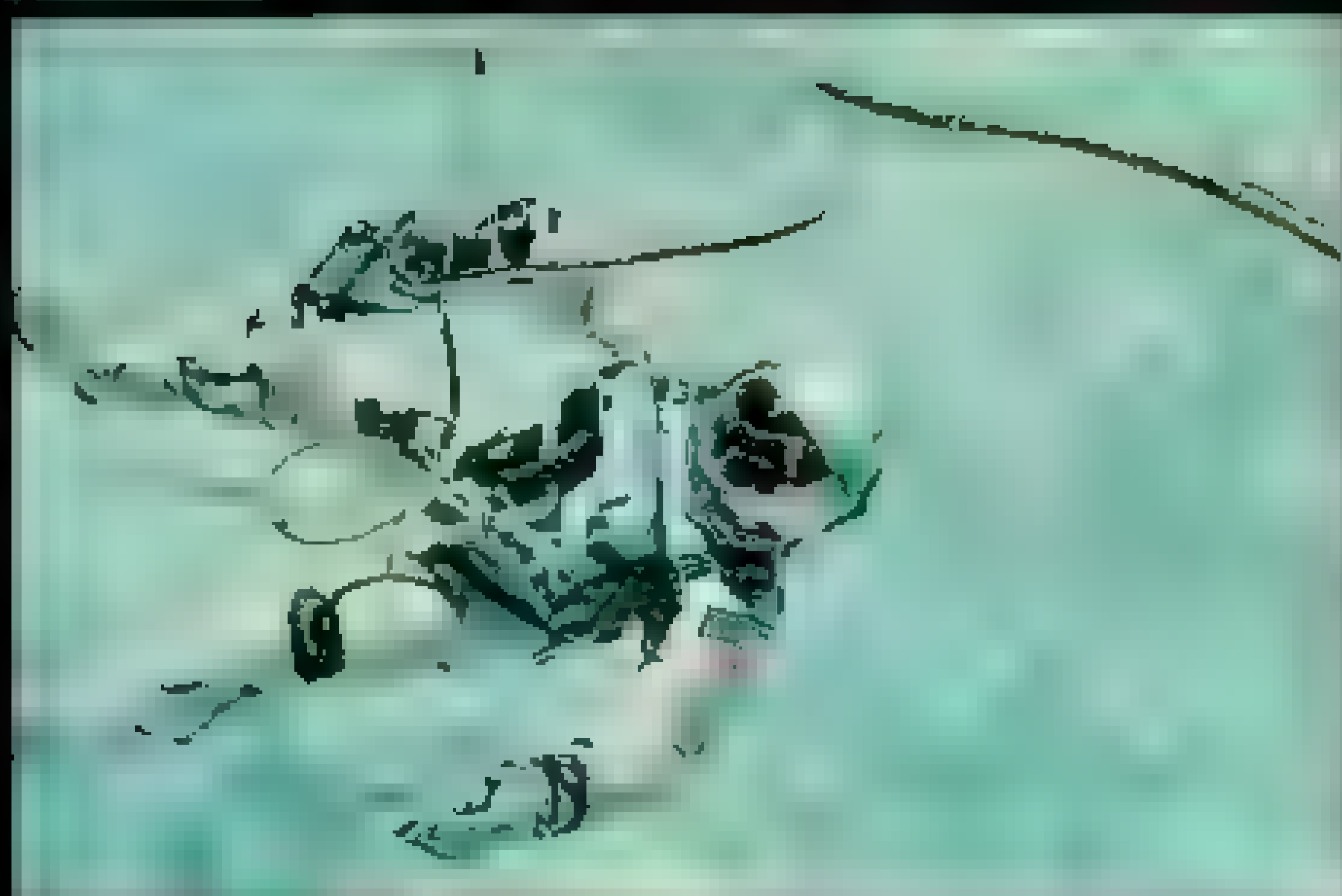
From the moment he stepped outside to his reclosing of the hatch, White's seven-league boots covered some 6,000 miles.



**McDIVITT:** *"Let me take a close-up picture of you."* White's visor mirrors

**T**HUS THE PILOT converses with his "vagr-  
bond passenger" via the 27-foot umbilical  
cord that supplied voice communication as  
well as life-sustaining oxygen. His gun now  
exhausted, White does a tumbling act (upper  
right) by means of the tether extracted from  
the olive-green stowage bag. In a world that  
knows no up or down, the outsider feels no  
discomfort, no disorientation, he later re-  
ported. As he floats serenely on his back above  
earth's cloud cover (center), the Star and  
Stripes shines proudly on his shoulder. Pull-

ing on the tether (lower right), he approaches  
the spacecraft. McDivitt meanwhile focuses  
on his partner through a hatch window. Here,  
and on page 441, he captures some of the  
most breathtaking color photographs ever  
made. Moments later, White's left shoulder  
and elbow touched McDivitt's window and  
evoked a loud complaint: "You smeared up  
my windshield, you dirty dog." Far below,  
spellbound listeners the world over chuckled  
at this fantastic bit of banter in the heavens.  
Without a pressurized suit, an astronaut's



PHOTOGRAPH BY JAMES A. McKEITH, NASA

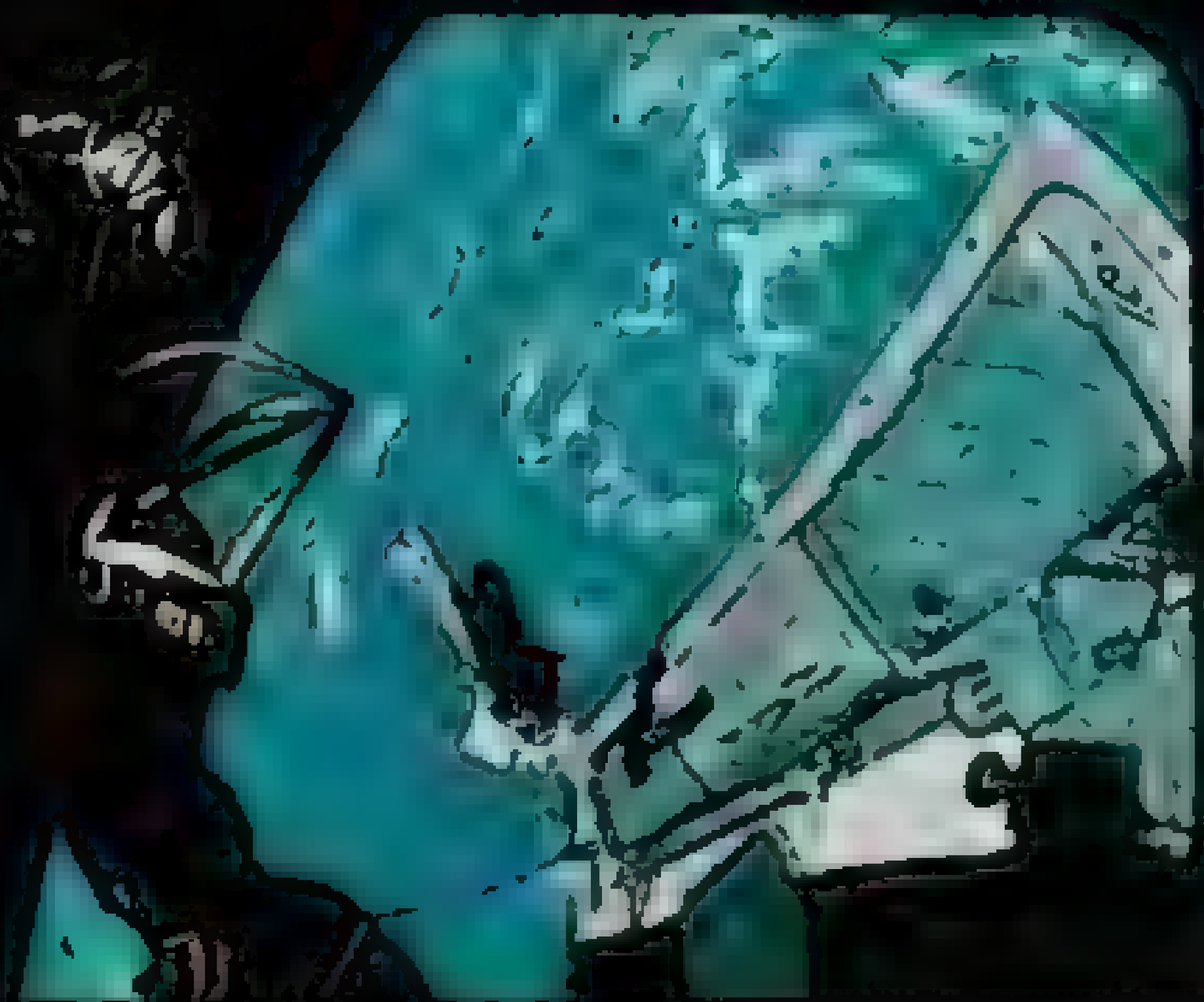
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### the Gemini spacecraft,

blood would boil and he would lose consciousness instantly.

White's walk lasted about twice as long as the world's first such venture into space—by Soviet cosmonaut Lt. Col. Alexei Leonov on March 18, 1965. Unlike the American, Leonov had no self-propulsion device.





EXTRACTED FROM 15-MIN. SEQUENCE CAMERA, 1964

ONE OF WHITE'S SPARE GLOVES floats into space to become an accidental satellite. Santa Rosa and Santa Cruz Islands pass below White as he reports: "I can sit out here and see the whole California coast."





INTERVIEW BY ROBERT HODGE (C) 1968

**W**HITE'S THUMB-UP SIGNAL OF SUCCESS and McDivitt's broad smile proclaim two joyous but weary astronauts on the recovery carrier *Wasp* in the Atlantic. "I was the happiest man in the world that day," said McDivitt, "except possibly for Ed." White admitted, "I felt so good I didn't know whether to hop, skip, jump, or walk on my hands." He did a jig step as he walked to the captain's quarters, where the Gemini twins talked by radio-telephone with President Johnson and received his plaudits for the four-day, 66-orbit, 1,700,000-mile flight. Their excellent condition delighted doctors. Both Air Force officers, the astronauts were promptly nominated by the President for promotion to lieutenant colonel. "If I had seen your space films before," he told them, "I might have promoted you to full colonels." Major White, born in San Antonio, Texas, graduated from West Point in 1957 and later became a test pilot. Before entering the space program himself, he flew a total of five weightless hours while piloting a transport in which astronauts rode during training for the weightlessness of space. Resuming college studies while an Air Force officer, Major McDivitt, of Jackson, Michigan, graduated from the University of Michigan in 1959, first in his engineering class of 607. In the Korean War he flew 145 combat missions.



It is to be the first time that our great American nature programs, scheduled for the 1954-55 television season in the United States, will be shown in other countries.

These programs have been selected by the Nation's Camera Club, which the United States have sponsored.

They include: "Antarctica," and "The Hunt for Back to Back Islands." The first film, "The Hunt for Back to Back Islands," began in 1954, when Arctic explorer Art Hays took a "houseboat" to the far North.

The GEOGRAPHIC "and what we find in it" is a series of films.

The film—its value is received—marked the career of the ship. With Richard E. Bird, Sr. and his wife, Sr. and his wife, Sr. found H. L. The age of right summoned William Wright (Charles A. Hays).

In the years we have wondered how could share such programs with members of the world. D.C. Television seems to be the answer.

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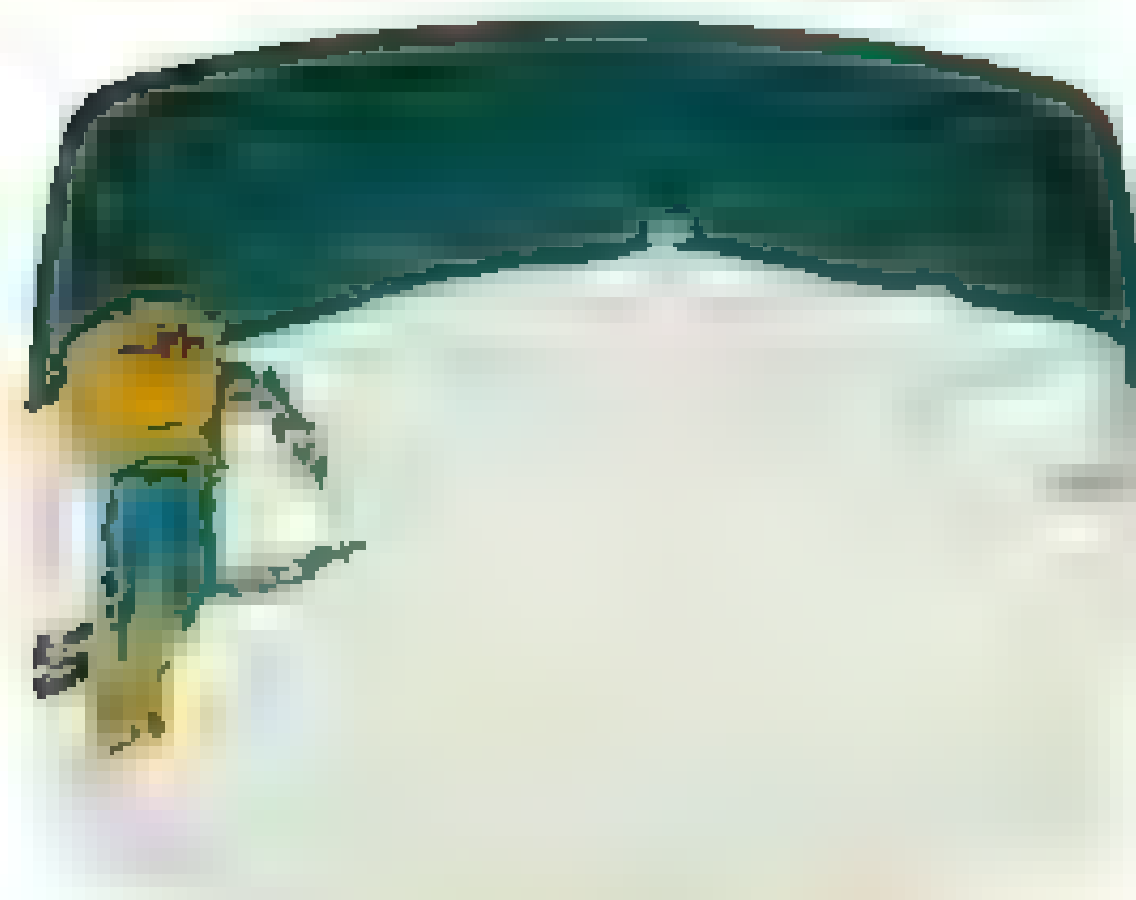


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FEBRUARY 12 VOYAGE OF THE P. VAN N. YORK

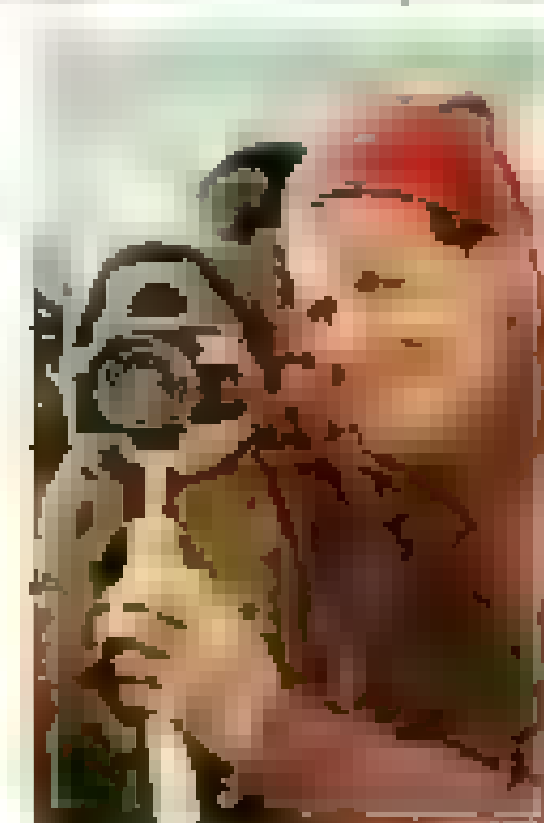




AMERICANS ON EVEREST, p. 46

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and by the authors.



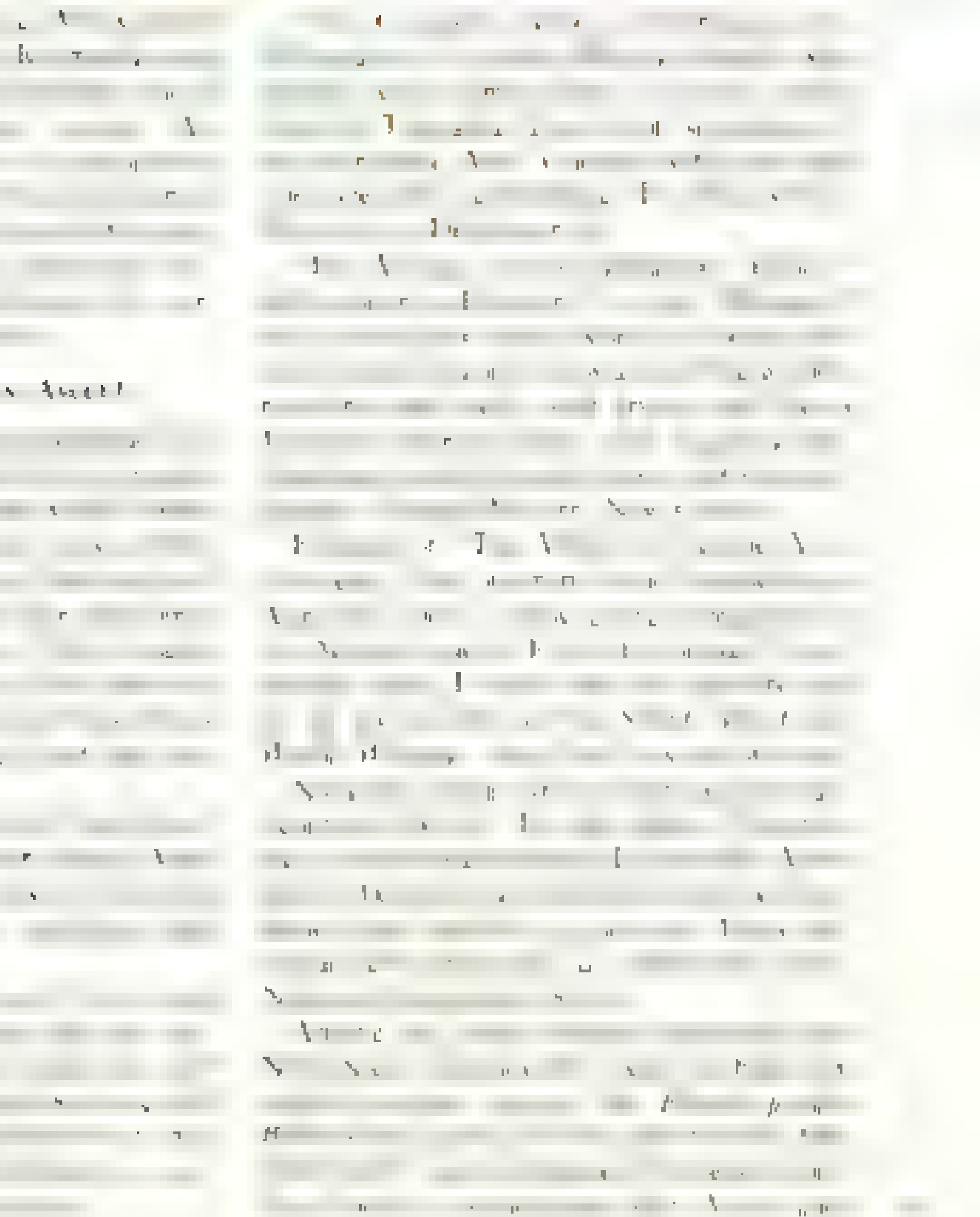
five of the six major Democratic newspapers.  
As Chief of the National Geographic Society's new Information Service, Mr. Devel  
worked closely with the Society's Committee  
on Research and Information, with the  
Executive Director, Meritt M. Pryor,  
and with the Society's staff of 100 persons.

...the distinguished American  
...Orson Welles to serve as narrator  
...and reader was given the opportunity  
...the film in discussing it.

It looks largely as though the mission of the expedition's leader and chief scientist, explorer Norman G. Leitch, is to take the best possible picture of a specimen worthy of earth's superlative mountain. As readers know from the Everest articles in this magazine the name of Mt. Everest was the capture of a

I had a ways to go before I could see these extraordinary films, when Norman Maclean, author of the best-selling novel *Hombre*, gave his National Geographic lecture in Washington, D.C., in 1965. He told me that

and the



# WATCH AMERICANS ON EVEREST—ON VIEW ON THESE 188 TELEVISION STATIONS

*A few stations may schedule the program at a later date. Check your newspaper for day and time.*

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*\*See neighboring states*

back to 1913, when the companies began advertising in the pages of this journal. Similarly, over the years Aetna has insured Society expeditions—including a policy for the Everest expedition itself.

Writing for your magazine in 1907, the Society's first explorer-cinematographer, Anthony Fiala, made this prophecy: "There is still land to be conquered and it is good to know that when these unknown places are found and the flags of discovery are planted we will all be able to view with the explorer

what had once been forbidden and mysterious territory."

On September 10 your family, and millions of others, can join with the National Geographic Society in exploring these very mysteries—and in your own home, through a miracle of science and teamwork, of the time of Fiala and his blanket-warmed bioscope.

*Melville Bell Grosvenor*

PRESIDENT AND EDITOR

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GEOGRAPHIC  
SOCIETY

WASHINGTON, D. C.

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the public by the National Geographic Society

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the study of the earth and  
the people who live upon it

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COVER STORY: The search for a new post-World War II  
in the city of Yokohama, Japan, pages 12-13

NATIONAL GEOGRAPHIC MAGAZINE

MELVILLE BELL GROSVENOR, Editor

MELVILLE BELL GROSVENOR

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FRANCIS B. GOSWELL

JAMES M. DARLEY, Editor

JAMES M. DARLEY

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## Europe's on parade this fall. Get in step with us.



 When Autumn comes to Europe, Europe goes to town. The streets are filled with the sights and sounds of the season. The air is crisp and clear, and the leaves are falling. It's the perfect time to visit Europe. And now, it's the perfect time to visit Europe with us. We offer the most comfortable and convenient travel experience in the world. Our flights are direct, and our service is exceptional. We're the only airline that offers the most comfortable and convenient travel experience in the world. So, when you're ready to visit Europe, get in step with us.

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# ANSWER MA'AM

When a customer asks a question, you need to answer it. With the right information, you can provide the best possible answer. To ensure that you are always up to date, you need to keep your knowledge current. This is why it's important to stay on top of the latest news and information. By doing so, you can provide the best possible answer to your customer's question.

The best way to stay on top of the latest news and information is to read the news. This can be done in a number of ways. You can read the news in a newspaper, on a website, or on a mobile device. Whichever way you choose, make sure you are getting the most up-to-date information.

Another way to stay on top of the latest news and information is to follow the news on social media. This can be done by following news organizations on Facebook, Twitter, or LinkedIn. This will allow you to stay up to date on the latest news and information.

## General Motors Is People...

making better things for you





## Geographic committee meets a research subject

FRIENDLY CHIMP in Tanzania's Gorilla Stream Game Reserve is the subject of a study by a team of biologists. Working with Dr. Robert H. Harrison, she is a chimpanzee researcher.

Dr. Harrison is a member of the National Geographic Society's Committee for Research and Exploration. Dr. Melvin M. Payne, Executive Vice President of the Society, and Dr. Thomas S. Seward, Jr., Director of the Smithsonian Institution's Museum of Natural History, traveled to Eu-

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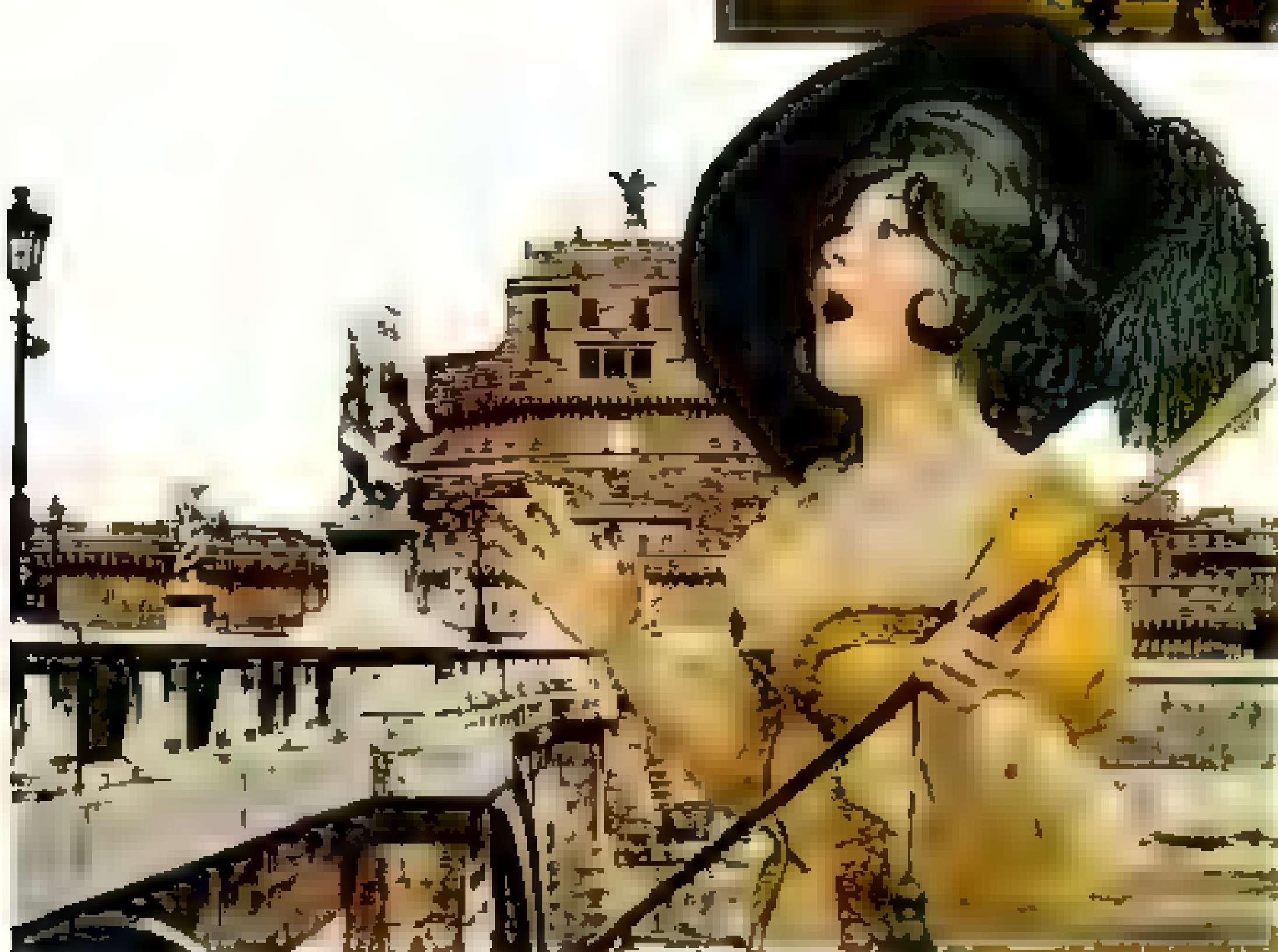




# italy

is cities of majestic castles, of grand opera and always, everywhere, of friendly people.

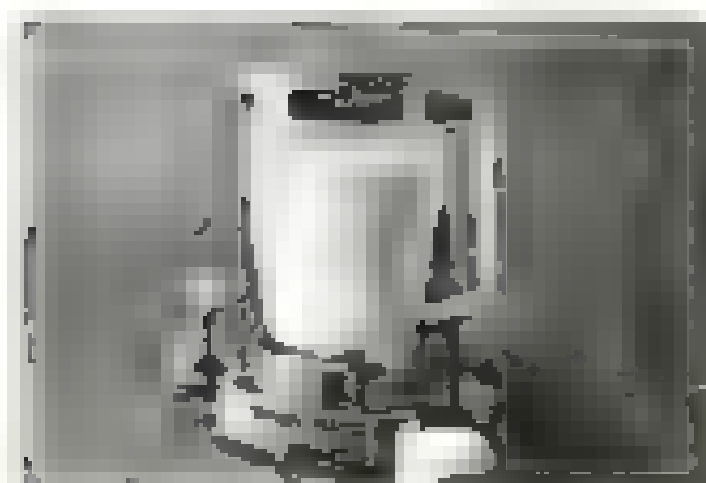
It always comes back to the people. That's why people always come back to Italy.



# GENERAL ELECTRIC HAS IT!



General Electric has the new extra deep "Dutch Skillet" which fries eggs and chops, simmers a pot roast or a 5 quart party casserole, bakes a ham. Buffet handles for easy carrying, serving at table. Handy tilt top. Completely immersible. A useful skillet to own or give.



GENERAL ELECTRIC HAS the new 4 quart party casserole. Perfect for party cooking.



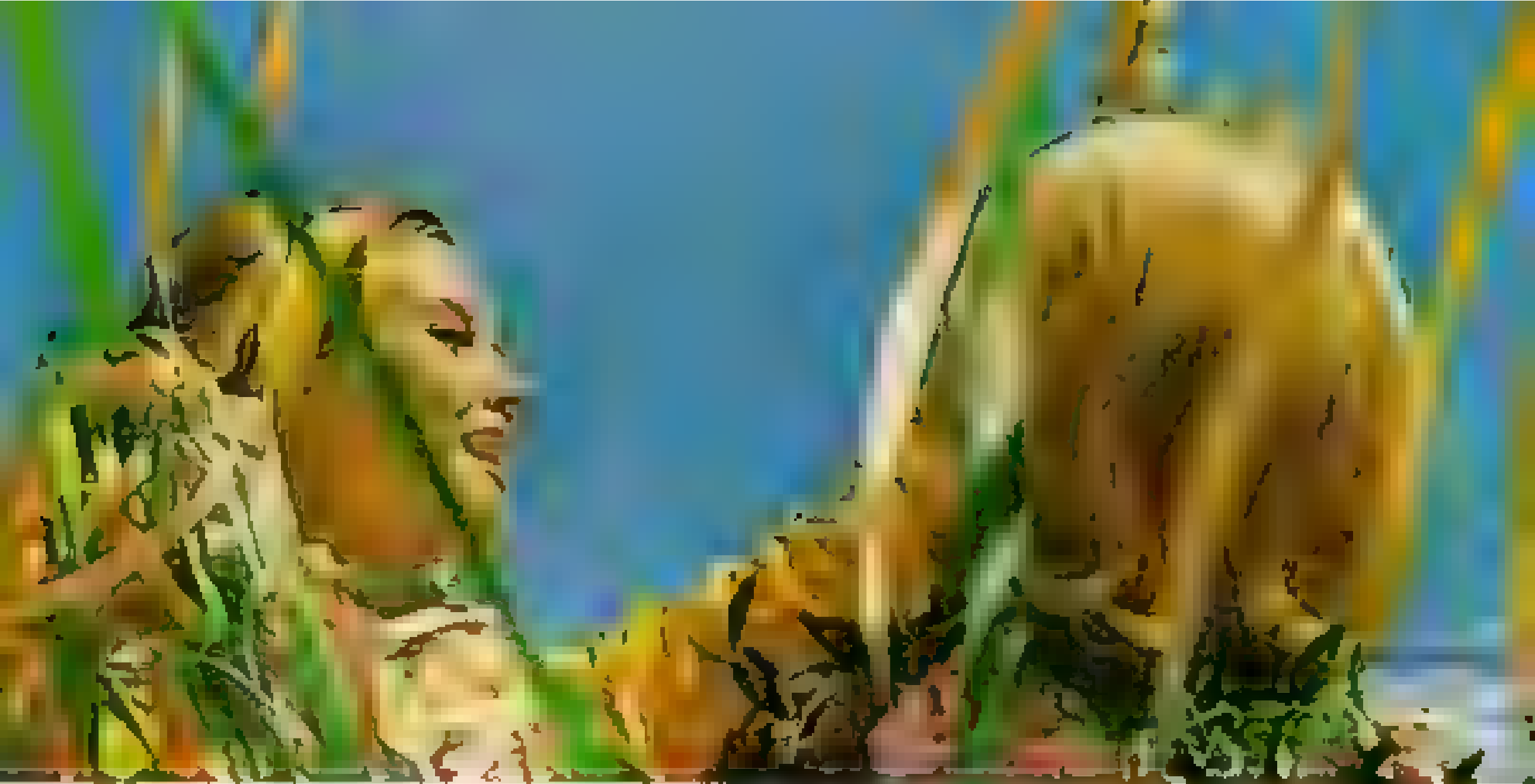
GENERAL ELECTRIC HAS the new 5 quart pot roast. Perfect for party cooking.



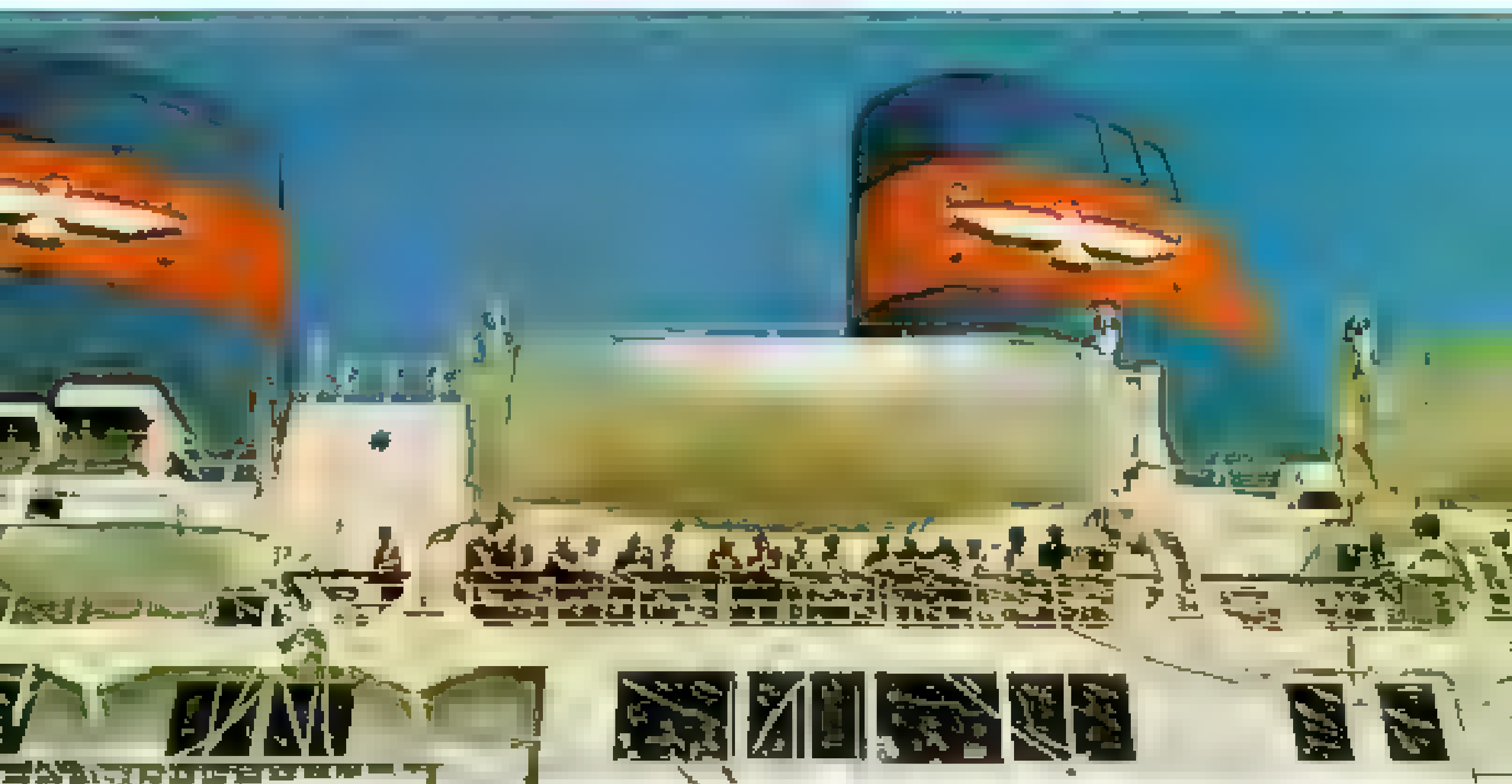
GENERAL ELECTRIC HAS the new ham. Perfect for party cooking.

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GENERAL  ELECTRIC



## Why the lady on the Promenade Deck



## is taking a great President Liner to the Orient

When she travels she takes the where she can see the sun, dance in the promenade, swim, bather, breakfast in the dining room. And where she he is such a sea and the other. She can even play backgammon or practice golf. In the middle of the night she can enjoy a little of the sea, a little of the moon, a little of the picture window on the Promenade, and a little of the great menu every night. And for only \$4000 a month, she can take the great President Liner to the Orient.

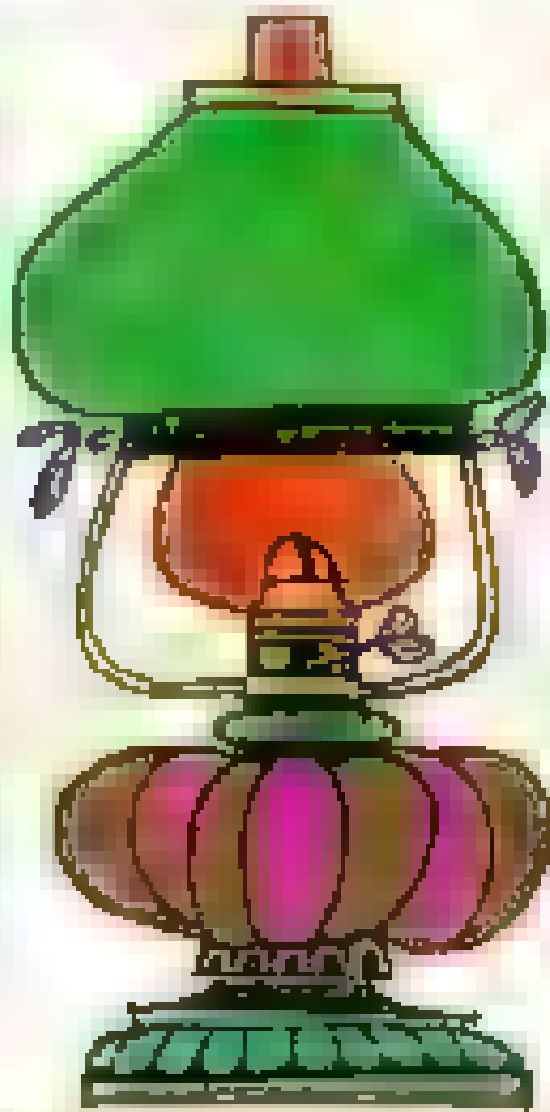
Japan and the Philippines. And here's why: Every two weeks a great President Liner goes from San Francisco to Japan. First Class accommodations, including a private stateroom, a private bath, a private dining room, a private lounge, a private library, a private gym, a private swimming pool, a private tennis court, a private golf course, a private yacht, a private motor car, a private motor boat, a private motor plane, a private motor ship, a private motor train, a private motor car, a private motor boat, a private motor plane, a private motor ship, a private motor train.



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**HAMMOND ORGAN**  
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# 3-horned giant captures 4 boys.

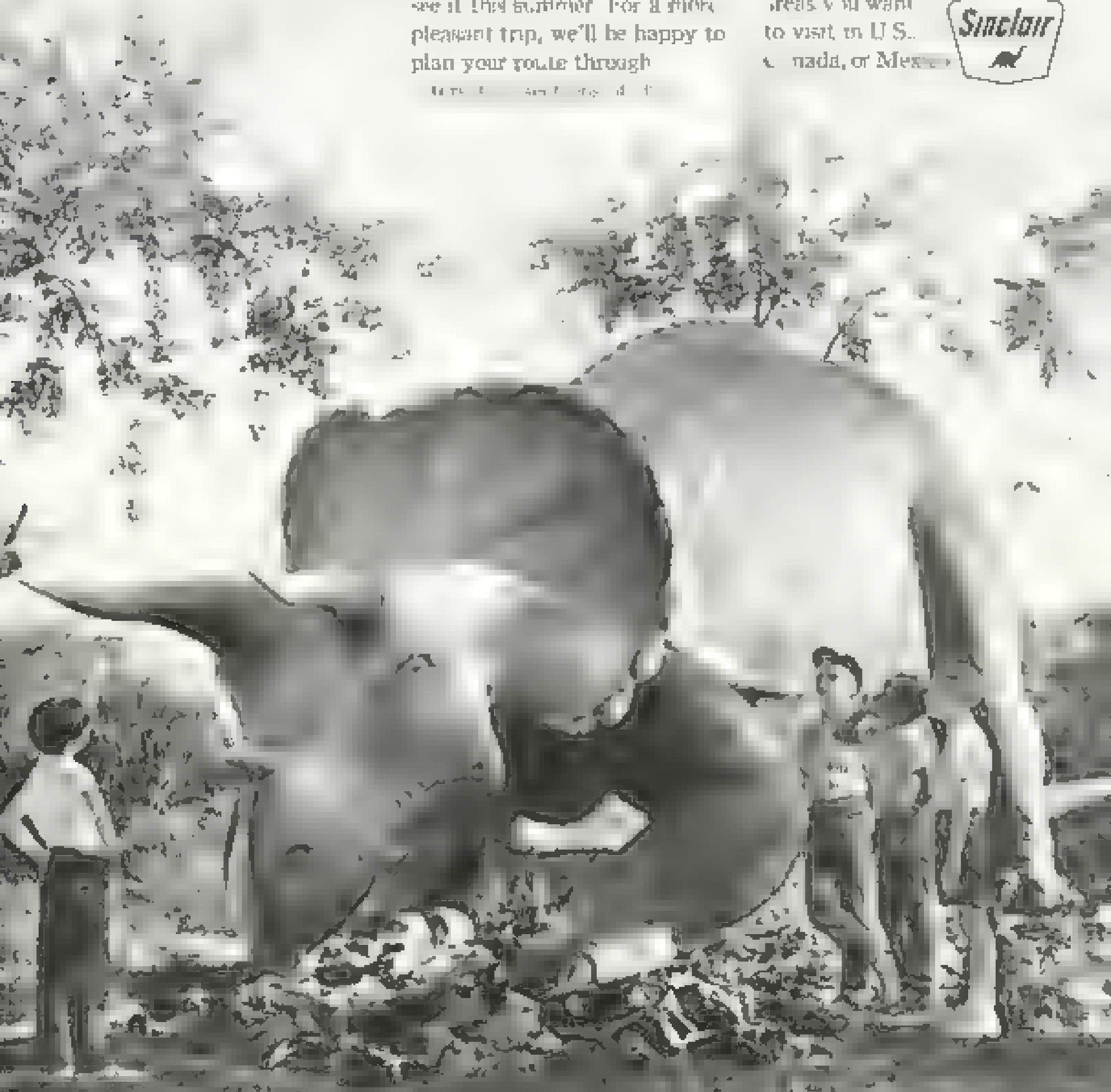
There's nothing like a dinosaur to capture the imagination of a youngster.

Here you see *Tyrannosaurus*, one of the more life-sized dinosaurs in Sinclair Dinoland, at the New York World's Fair. Among them is 70-foot *Brontosaurus*, Sinclair's famous trademark . . . lived a hundred million years ago when Nature

was mellowing the petroleum that Sinclair now refines into the best gasoline. You're enthralled by this fascinating re-creation of prehistoric times. We hope Dinoland will inspire them to learn more about the earth's strange past.

Over 5 million Park visitors visited Dinoland last year. Sinclair invites you to come see it this summer. For a more pleasant trip, we'll be happy to plan your route through

country. For example, the *Dinoland Trail* covers five southern states, takes you over 1000 beautiful ocean beaches, historic forts, battlegrounds, elegant antebellum homes, and many other landmarks of the old South. This Sinclair service is free. Write Sinclair at P.O. Box 6901 Fifth Avenue, New York, N.Y. 10070. Tell us the areas you want to visit in U.S., Canada, or Mexico.



# The beginning of the world

Come to the Middle East — this land of vigorous birth and rebirth, an ever-restless land of change that strangely cherishes permanence — the wonderland of mystery and magic.



Where you can find the cradle of civilization, the birthplace of the world's great religions, the source of the world's great art and literature.

A land of ancient ruins and modern cities, of desert and sea, of mountains and valleys, of the most beautiful and most fertile of soils. A land of the most beautiful and most fertile of soils. A land of the most beautiful and most fertile of soils.

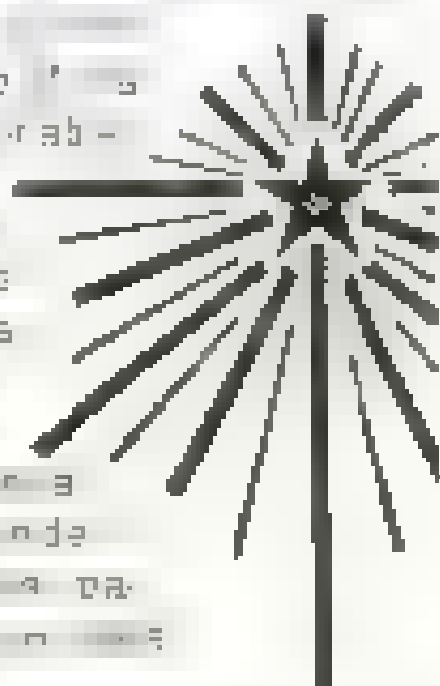
Experience the Middle East in all its glory and beauty. Discover the secrets of its ancient past and its modern future. Experience the Middle East in all its glory and beauty.



A land of ancient ruins and modern cities, of desert and sea, of mountains and valleys, of the most beautiful and most fertile of soils. A land of the most beautiful and most fertile of soils. A land of the most beautiful and most fertile of soils.

Time is a precious commodity in the Middle East. It is a land where time is a precious commodity. It is a land where time is a precious commodity.

Experience the Middle East in all its glory and beauty. Discover the secrets of its ancient past and its modern future. Experience the Middle East in all its glory and beauty.



Experience the Middle East in all its glory and beauty. Discover the secrets of its ancient past and its modern future. Experience the Middle East in all its glory and beauty.

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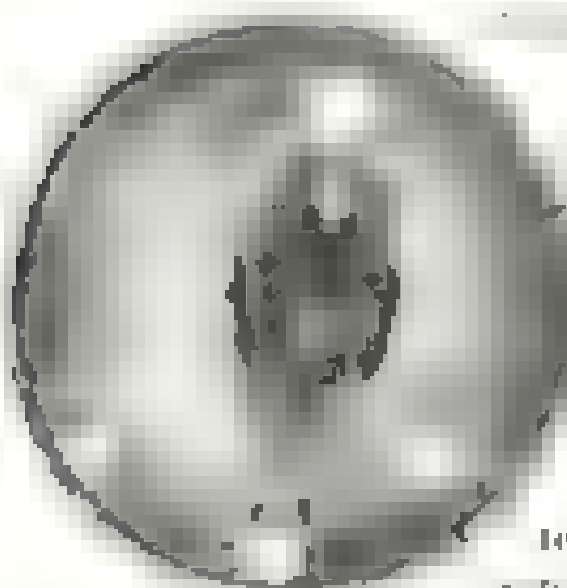


**Lufthansa**  
German Airlines



## Centrinauts: a new breed of men

THEir names are not yet known, but the first of the new breed of men to be sent into space will be a Centrinaut. The Centrinaut is a new breed of man, a man who is trained to live and work in space. He is a man who is trained to live and work in space. He is a man who is trained to live and work in space.



AT 10:15 PM, the Centrinaut is launched by rocket for hours in a warm pool. The Centrinaut then takes his place in the centrifuge and is subjected to high G forces to determine whether he can take the strains of re-entry.

The new breed of man has been selected from among the best of the new breed of men who are being trained under the new training base in space. The new breed of man is being trained under the new training base in space. The new breed of man is being trained under the new training base in space.

The new breed of man is being trained under the new training base in space. The new breed of man is being trained under the new training base in space. The new breed of man is being trained under the new training base in space.

STANLEY J. TRAVIS

**DOUGLAS**

NEW YORK





Tom Hark 200 autumn in Virginia along the  
Appalachian Mountains in Washington. The  
colorful foliage is a beautiful sight to see  
and a great way to enjoy the outdoors.  
The mountains are a beautiful sight to see  
and a great way to enjoy the outdoors.

Color cascades down Cumberland Mountain in grey  
and white. The Park and the surrounding area  
are a beautiful sight to see and a great way to enjoy the outdoors.

Fall foliage frames Virginia Road in the heart of  
the Shenandoah Valley. The mountains are a beautiful sight to see  
and a great way to enjoy the outdoors.

## Gather magic fall memories in VIRGINIA

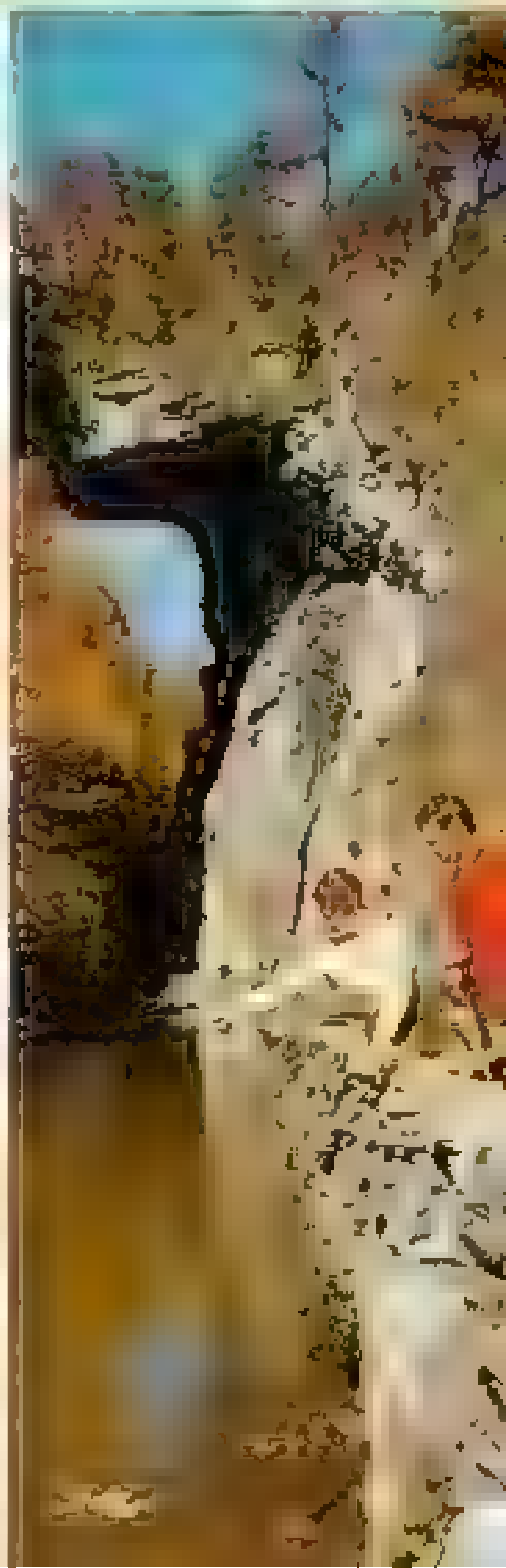
Fall in Virginia is a beautiful sight to see and a great way to enjoy the outdoors.  
Virginia Autumn Foliage is a beautiful sight to see and a great way to enjoy the outdoors.  
The mountains are a beautiful sight to see and a great way to enjoy the outdoors.  
The mountains are a beautiful sight to see and a great way to enjoy the outdoors.  
The mountains are a beautiful sight to see and a great way to enjoy the outdoors.



Virginia Department of Conservation and Forestry  
1000 North Main Street, Suite 100  
Richmond, Virginia 23219  
703/221-1234

VIRGINIA DEPARTMENT OF CONSERVATION  
AND FORESTRY  
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Mix up your history in VIRGINIA. Multiple of the nation



“The system.” It has an interchangeable everything.

The first of these is the fact that the *W. b. b.* is a very common and widespread species, and is found in all parts of the world. It is also a very hardy and adaptable species, and is able to survive in a wide range of environments.

## THE FUN WAY TO TRAVEL

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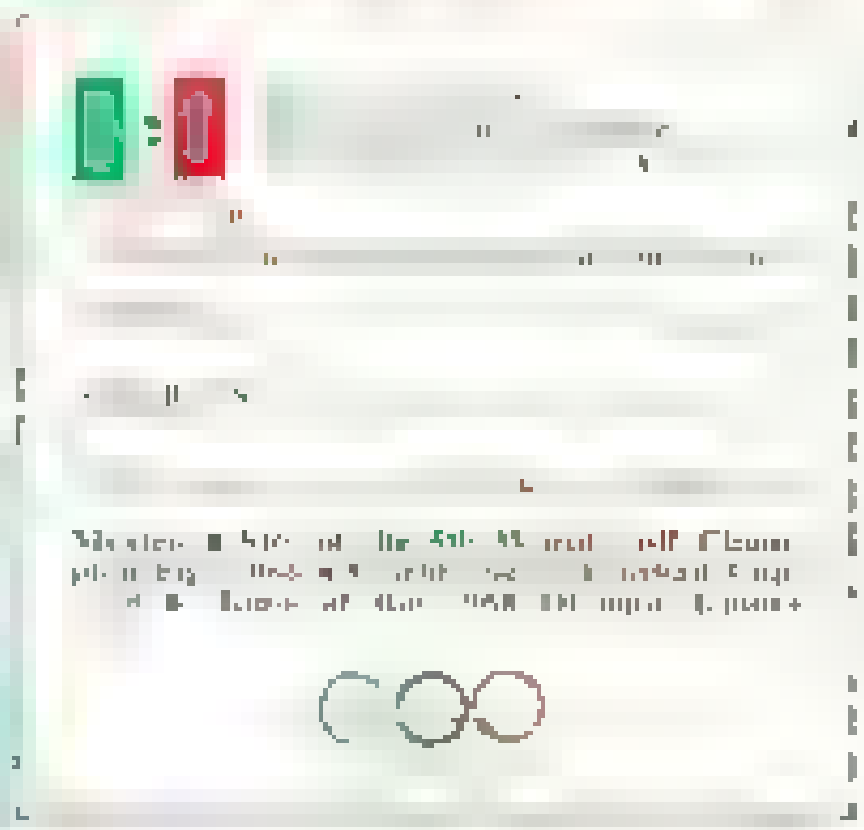
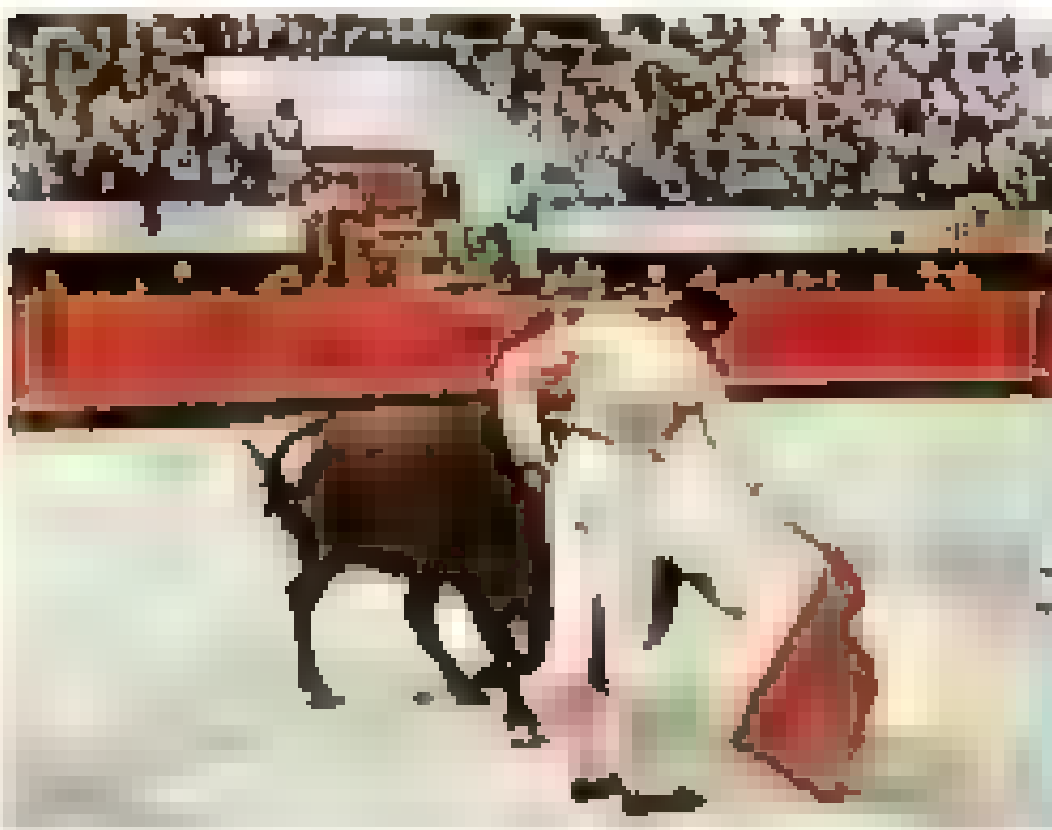
# STAMPS FREE

**GRAY STAMP COMPANY**  
Dept. NS — Toronto, Canada

The diagram shows a 2D hexagonal lattice of atoms, represented by solid circles. A central atom is highlighted with a larger, shaded circle. A dashed line connects this central atom to one of its nearest neighbors. The lattice is labeled with 'a' for the lattice constant and 'r' for the distance between nearest neighbors.

## Inclinator Company

# The place to go is mÉxico





A photograph of a white cat's head and a golden bowl. The cat is looking down at the bowl, which contains a liquid that is being poured, creating a rainbow-like effect. The background is dark and textured.

and, of course, Knorr's famous European seasoning secret. It is in only 10 minutes you can serve your family the kind of vegetable soup it would take hours to make yourself. Soup with genuine flavor!

THE A. G. KENNEDY GROUP HAS ALL THE KNOWLEDGE, EXPERIENCE AND STABLE, PROVEN, EFFECTIVE, PROBABLY THE MOST EFFECTIVE, MANAGEMENT SYSTEMS AVAILABLE TO HELP YOU GROW YOUR BUSINESS. WE ARE A GROUP OF PEOPLE WHO KNOW HOW TO GROW YOUR BUSINESS.

57,600

Compared to 550 less steel ball points | Sheaffer's new stainless steel ball points

## Sheaffer's new stainless steel ballpoints go around in the best circles

This is part of a sheet from one of our automatic writing machines. 57,600 circles were made by stainless steel ballpoint refills. Those on the left are faded and skipping. Those on the right, made by the new Sheaffer, are still uniform. The circles prove that the stainless steel ballpoint cannot match Sheaffer's perfect combination of ball, tip, and writing fluid.

Sheaffer researchers started with the textured ball and found a way to remove the microscopic "burrs" that cause wear and prevent the ball from turning smoothly. Then they put this textured-polished ball in a stainless steel socket (tip) and reduced wear to practi-

cally zero for the life of the ink supply. Next they prepared a special formula of Sheaffer's "Dokumental" Script writing fluid to properly lubricate the new ball-tip combination. The result is the most perfect ballpoint writing ever. The new Sheaffer starts writing when you do and lays down a solid line from start to finish. It never skips or smudges. It guides smoother, requires less pressure.

All Sheaffer ballpoints of \$1.95 and up now have these new improvements. Try one wherever Sheaffers are sold. And the new stainless steel refill will fit any Sheaffer ballpoint you now own. Just 98¢.

*No wonder people get attached to their Sheaffer ballpoints*



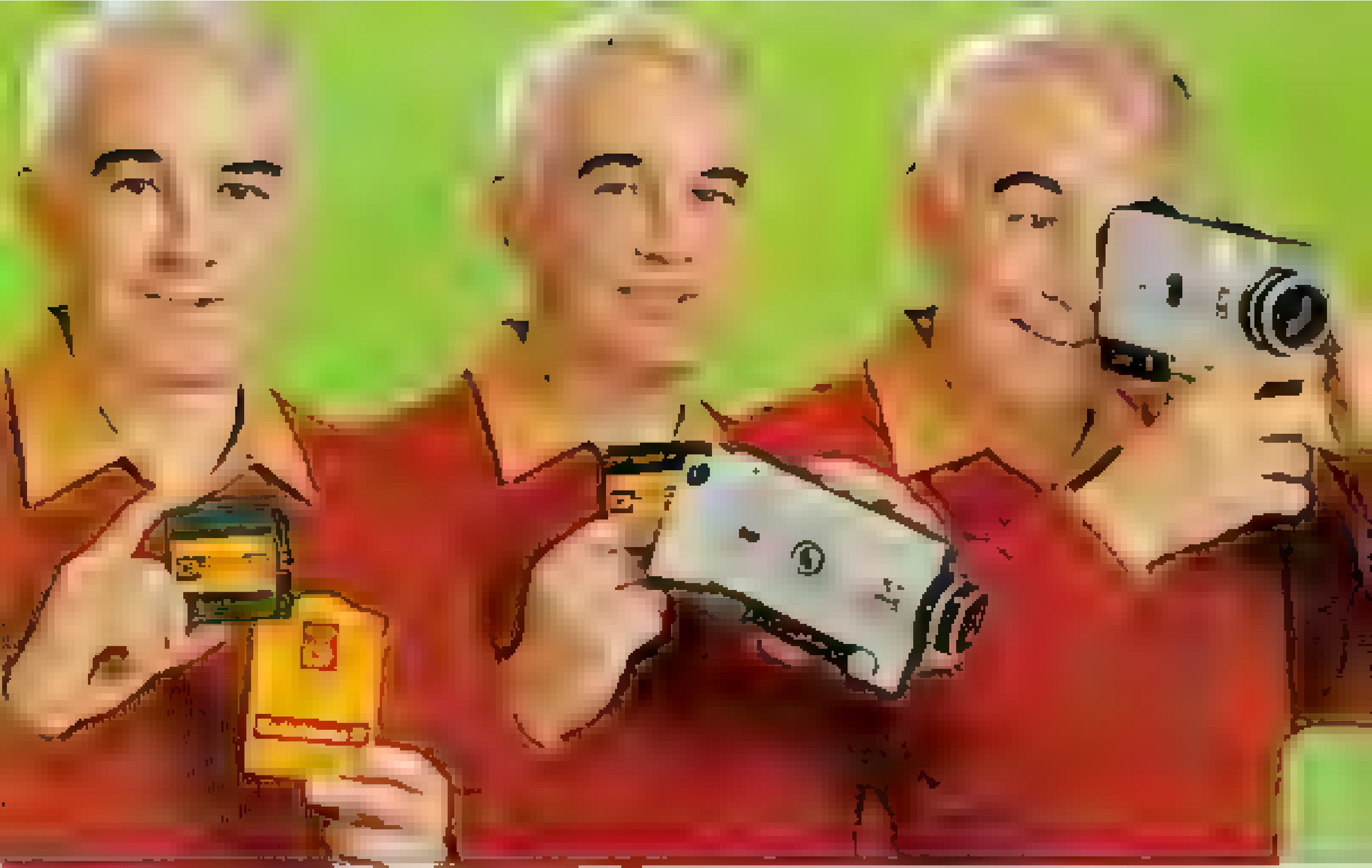
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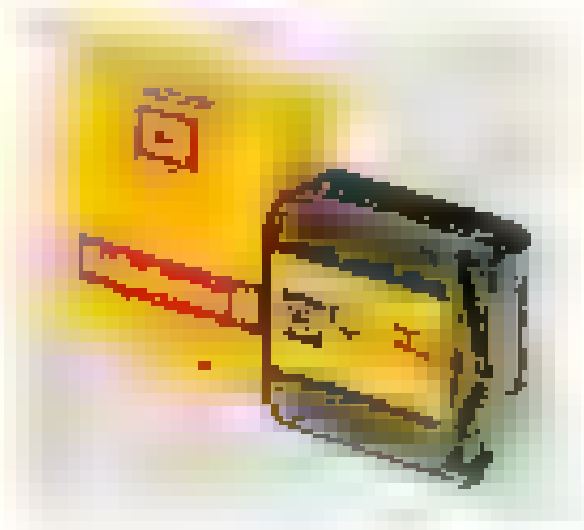
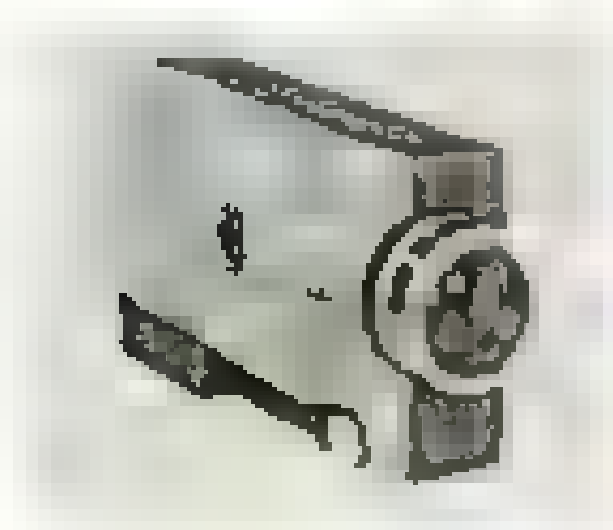
shoot!

Kodak brings the Instamatic Camera idea to movies  
 . . . and introduces a new era in movie enjoyment

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Kodak has redesigned  
 the movie film as  
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Kodak has redesigned the most popular Tri-X 35mm film to give it a new look. The new Tri-X film has a new grain structure, a new color balance, and a new contrast. The new Tri-X film is now available in 135 and 126 formats. The new Tri-X film is now available in 135 and 126 formats. The new Tri-X film is now available in 135 and 126 formats.



Frailty is a condition that is associated with a higher risk of death, disability, and institutionalization. It is a complex condition that is influenced by a variety of factors, including age, sex, and comorbidities. Frailty is a condition that is often overlooked, but it is a condition that is important to recognize and address.

**EASTMAN KODAK COMPANY, Rochester, N.Y.**

Mod 1

A large, leafy tree with a thick trunk, standing in a grassy field under a bright sky. The tree has a dense canopy of green leaves and a prominent, slightly curved trunk. The background is a clear, bright sky, and the foreground is a flat, grassy area.

**BARTLETT**  **TREE EXPERTS**

\_\_\_\_\_



*Sedgwick*

M E Harris & Co Dept E 11 Boston Mass 02117

**COORDINATOR**

USA

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.

100

# This year, go where everybody isn't.

(That's just one of the nice things about South America.)



South America is a continent of contrasts. You can go to a beach and stay in a hotel, or you can go to a beach and stay in a tent. It's a place where you can find everything you need for a perfect vacation.



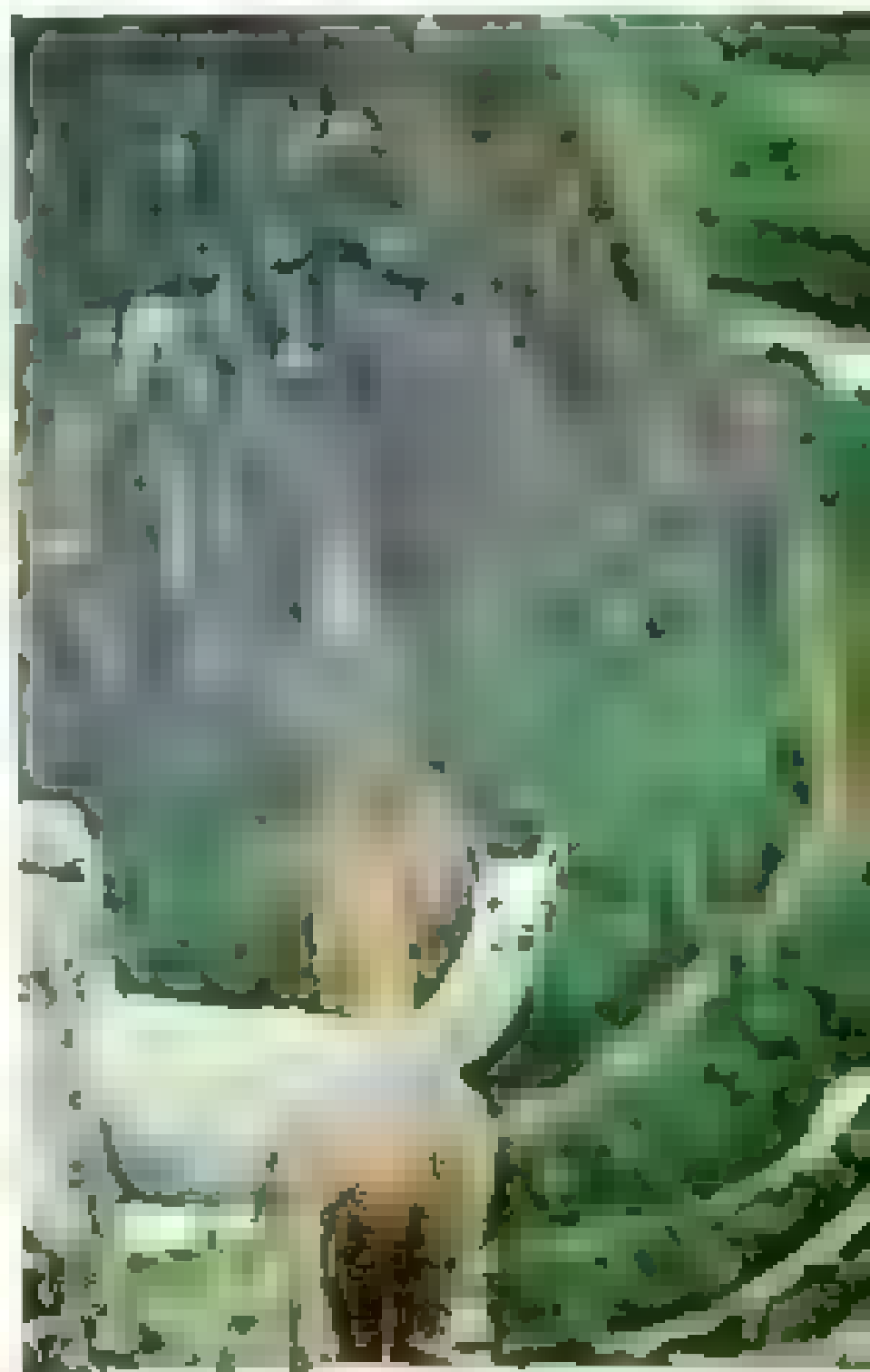
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South America is a continent of contrasts. You can go to a beach and stay in a hotel, or you can go to a beach and stay in a tent. It's a place where you can find everything you need for a perfect vacation.

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II. Branches: Full &amp; Adult, Me

**STOWE 21, Vermont**[illegible][illegible]

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**F** **n** **it**

Y. H. CHEN, H. H. CHEN, B. H. CHEN, H. H. CHEN, H. H. CHEN

## 2. SPOTTING SCOPE

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Figure 1

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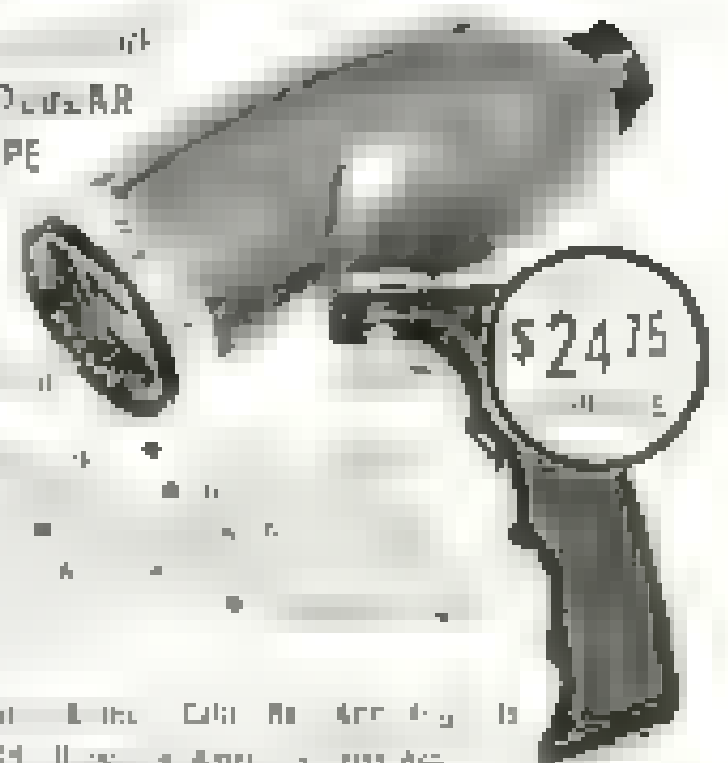
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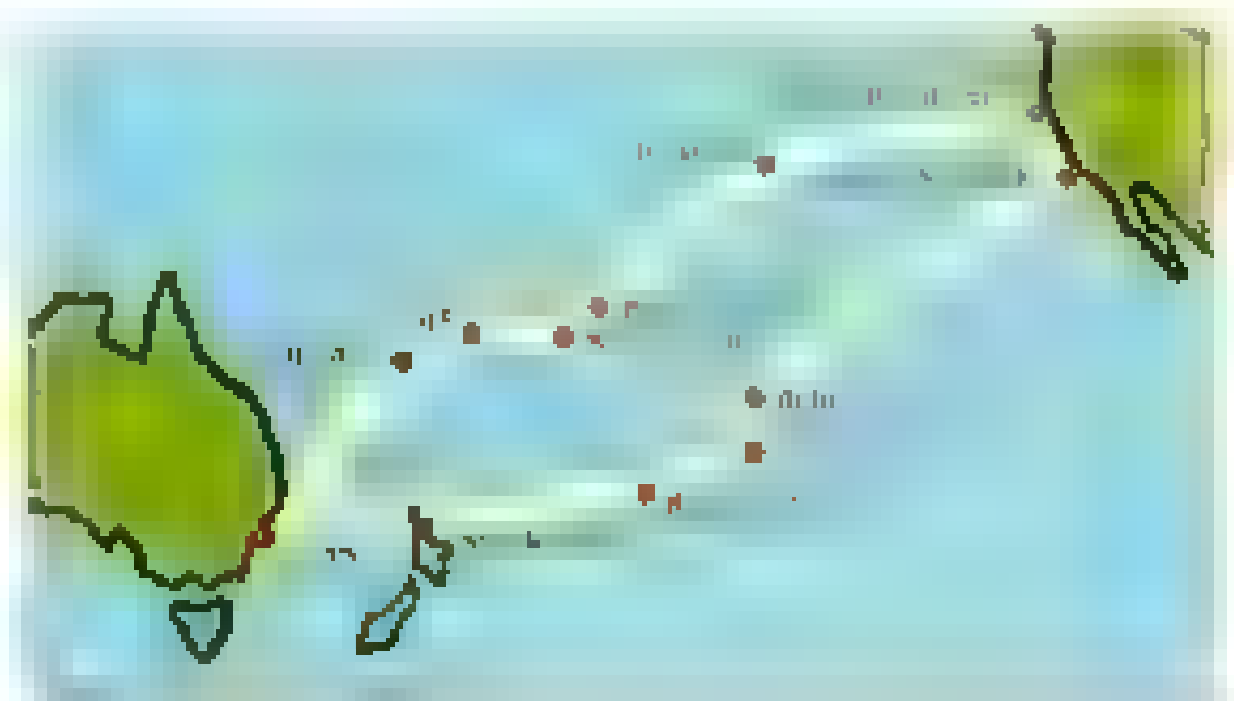
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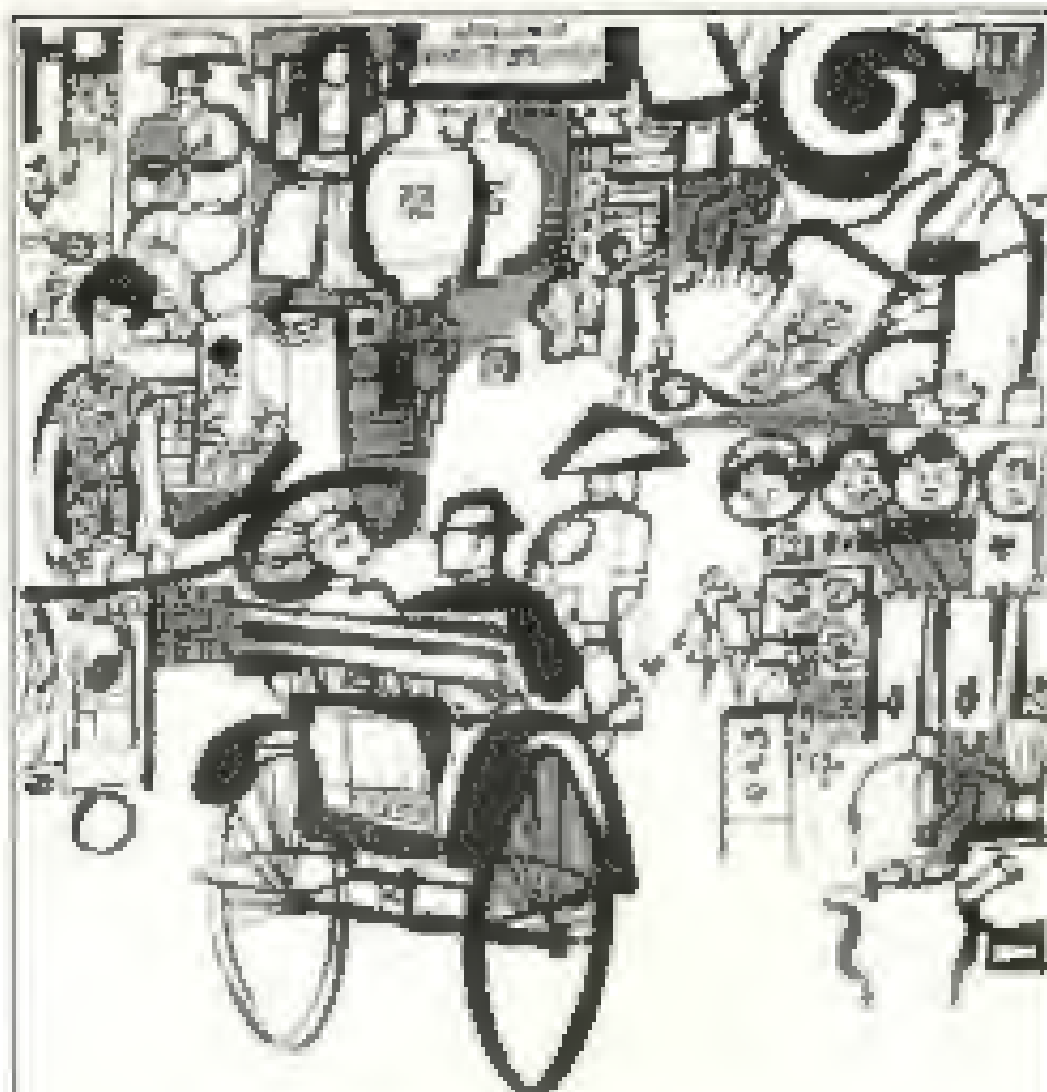
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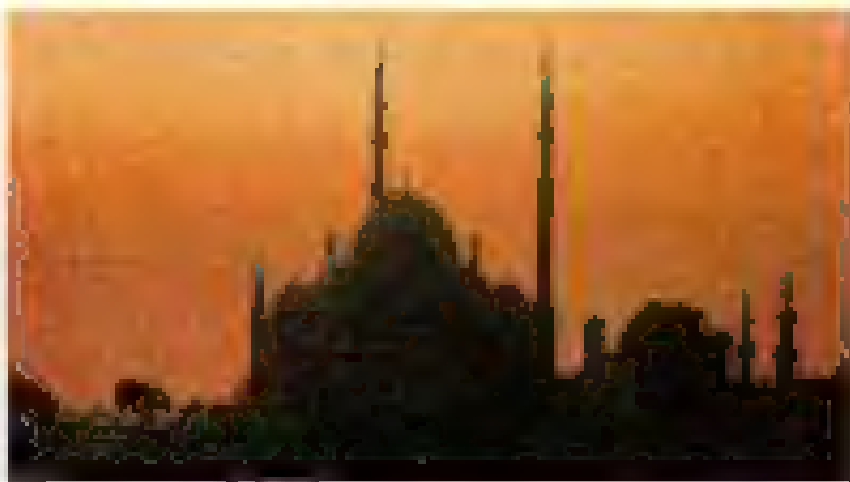


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